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Title 3—THE PRESIDENT

Proclamation 3301 HUDSON-CHAMPLAIN CELEBRATIONS

By the President of the United States
of America
A Proclamation

WHEREAS the year 1959 marks the three hundred and fiftieth anniversary of the exploratory voyages of Henry Hudson and Samuel de Champlain on the waters which now bear their names; and

WHEREAS these voyages signaled the beginning of settlements along the Hudson River and in the region of Lake Champlain which have contributed much to the commerce, culture, and traditions of our land; and

WHEREAS the Congress by an act approved August 8, 1958 (72 Stat. 544), established the Hudson-Champlain Celebration Commission "to develop and execute suitable plans for the celebration, in 1959, of the three hundred and fiftieth anniversary of the exploratory voyages in 1609 of Henry Hudson and Samuel de Champlain"; and by a joint resolution approved June 25, 1959, has authorized and requested the President to issue a proclamation designating 1959 as the year of the Hudson-Champlain Celebrations and calling upon all citizens to join in commemorating the explorations carried out by these heroic men:

NOW, THEREFORE, I, DWIGHT D. EISENHOWER, President of the United States of America, do hereby designate 1959 as the year of the Hudson-Champlain Celebrations; and I invite my fellow citizens to join in commemorating the heroic deeds of these pioneer explorers.

I also urge our schools, patriotic and historical societies, and civic and religious organizations to participate in the commemoration of these historic explorations, and to afford all of the people of the United States an opportunity to mark this anniversary with appropriate ceremonies, celebrations, and festivals.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the Seal of the United States of America to be affixed.

DONE at the City of Washington this twenty-fifth day of June in the year of our Lord nineteen hundred and [SEAL] fifty-nine, and of the Independence of the United States of America the one hundred and eighty-third.

DWIGHT D. EISENHOWER

By the President:

CHRISTIAN A. HERTER,
Secretary of State.

[F.R. Doc. 59-5510; Filed, June 29, 1959;
1:26 p.m.]

Title 5—ADMINISTRATIVE PERSONNEL

Chapter I—Civil Service Commission

PART 25—FEDERAL EMPLOYEES' PAY REGULATIONS

Highest Previous Rate

Effective July 26, 1959, the last sentence of paragraph (j) of § 25.102 is amended. As amended, paragraph (j) reads as follows:

§ 25.102 Definitions.

* * * * *

(j) "Highest previous rate" is the highest basic salary rate previously paid to a Federal civilian employee occupying a position in any branch of the Federal Government (executive, legislative, or judicial), or in the municipal government of the District of Columbia, or in a mixed ownership corporation, irrespective of whether or not such position is subject to the pay schedules of the Classification Act. The highest previous rate must be based on a regular tour of duty at such rate (1) under an appointment not limited to 90 days or less, or (2) for a continuous period of 90 days under one or more appointments without a break in service. If such highest previous rate was earned in a Classification Act position, it shall be increased by any subsequent amendments to the Classification Act pay schedules. If such highest previous rate was earned in a position not subject to the Classification Act, this rate shall be converted (as of the time of such service) to the equivalent per annum rate under the Classification Act;

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CFR SUPPLEMENTS

(As of January 1, 1959)

The following supplement is now available:

Title 17 (\$0.70)

Previously announced: Title 3, 1958 Supp. (\$0.35); Titles 4-5 (\$0.50); Title 6 (\$1.75); Title 7, Parts 1-50 (\$4.00); Parts 51-52 (\$6.25); Parts 53-209 (\$5.50); Parts 210-899 (\$2.50); Parts 900-959 (\$1.50); Part 960 to end (\$2.25); Title 8 (\$0.35); Title 9 (\$4.75); Titles 10-13 (\$5.50); Title 14, Parts 1-39 (\$0.55); Parts 40-399 (\$0.55); Part 400 to end (\$1.50); Title 15 (\$1.00); Title 16 (\$1.75); Title 18 (\$0.25); Title 19 (\$0.75); Title 21 (\$1.00); Titles 22-23 (\$0.35); Title 24 (\$4.25); Title 25 (\$0.35); Title 26, Parts 1-79 (\$0.20); Parts 80-169 (\$0.20); Parts 170-182 (\$0.20); Part 300 to end, Title 27 (\$0.30); Title 26 (1954) Parts 1-19 (\$3.25); Parts 20-221 (\$3.00); Part 222 to end (\$2.75); Titles 28-29 (\$1.50); Titles 30-31 (\$3.50); Title 32, Parts 1-399 (\$1.50); Parts 400-699 (\$1.75); Parts 700-799 (\$0.70); Parts 800-1099 (\$2.50); Part 1100 to end (\$0.35); Title 32A (\$0.40); Title 33 (\$1.50); Titles 35-37 (\$1.25); Title 38 (\$0.55); Title 39 (\$0.70); Titles 40-42 (\$0.35); Title 43 (\$1.00); Titles 44-45 (\$0.60); Title 46, Parts 1-145 (\$1.00); Parts 146-149, 1958 Supp. 2 (\$1.50); Part 150 to end (\$0.50); Title 47, Parts 1-29 (\$0.70); Part 30 to end (\$0.30); Title 49, Parts 1-70 (\$0.25); Parts 71-90 (\$0.70); Parts 91-164 (\$0.40); Part 165 to end (\$1.00); Title 50 (\$0.75)

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where there is no equivalent per annum rate under the Act, the non-Classification Act per annum rate shall be converted (as of the time of such service) to the next higher rate under the Act; where the rate thus determined falls within two or more of the grades under the Act, the rate in the highest grade shall be increased to its current Classification Act rate and used as the employee's highest previous rate.

(Sec. 1101, 63 Stat. 971; 5 U.S.C. 1072)

UNITED STATES CIVIL SERVICE COMMISSION,
[SEAL] WM. C. HULL,
Executive Assistant.

[F.R. Doc. 59-5473; Filed, June 30, 1959; 8:49 a.m.]

Title 6—AGRICULTURAL CREDIT

Chapter I—Farm Credit Administration

SUBCHAPTER B—FEDERAL FARM LOAN SYSTEM

PART 10—FEDERAL LAND BANKS GENERALLY

Interest Rates on Loans Made Through Associations

The Federal Land Bank of Columbia has increased from 5½ to 6 percent per annum the interest rate on loans made through national farm loan associations on applications received or reinstated by associations on and after July 1, 1959, and on loans applied for prior to July 1,

1959, but not closed prior to October 1, 1959, because of delays for which the associations or the bank are not responsible. In order to reflect that change, § 10.41 of Title 6 of the Code of Federal Regulations, as amended (23 F.R. 2137, 3029, 6976, 8651; 24 F.R. 845, 2267, 3181, 3559, 4296), is amended by substituting "6" for "5½" in the line with "Columbia" therein.

(Sec. 6, 47 Stat. 14, as amended; 12 U.S.C. 665. Interprets or applies secs. 12 "Second", 17(b), 39 Stat. 370, 375, as amended; 12 U.S.C. 771 "Second", 831(b))

HAROLD T. MASON,
Acting Governor,
Farm Credit Administration.

[F.R. Doc. 59-5464; Filed, June 30, 1959; 8:48 a.m.]

Title 7—AGRICULTURE

Chapter VIII—Commodity Stabilization Service (Sugar), Department of Agriculture

[Sugar Reg. 813]

PART 813—ALLOTMENT OF SUGAR QUOTA

Domestic Beet Sugar Area, 1959

Correction

In F.R. Doc. 59-5203, appearing at page 5113 of the issue for Tuesday, June 23, 1959, the table under paragraph (5) of the Findings and conclusions should be changed as follows:

1. In column (4), the figure for Menominee Sugar Company should read ".6151."

2. The caption for column (12) should include the words "Short tons, raw value."

Chapter IX—Agricultural Marketing Service (Marketing Agreements and Orders), Department of Agriculture

[Milk Order 4]

PART 904—MILK IN GREATER BOSTON, MASS., MARKETING AREA

PART 934—MILK IN MERRIMACK VALLEY, MASS., MARKETING AREA

Order Amending Order

§ 904.0 Findings and determinations.

The findings and determinations hereinafter set forth are supplementary and in addition to the findings and determinations previously made in connection with the issuance of the aforesaid order and of the previously issued amendments thereto; and all of said previous findings and determinations are hereby ratified and affirmed, except insofar as such findings and determinations may be in conflict with the findings and determinations set forth herein.

(a) *Findings upon the basis of the hearing record.* Pursuant to the provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601 et seq.), and the applicable

rules of practice and procedure governing the formulation of marketing agreements and marketing orders (7 CFR Part 900), a public hearing was held upon certain proposed amendments to the tentative marketing agreement and to the order regulating the handling of milk in the Greater Boston, Massachusetts, marketing area. Upon the basis of the evidence introduced at such hearing and the record thereof, it is found that:

(1) The said order as hereby amended, and all of the terms and conditions thereof, will tend to effectuate the declared policy of the Act;

(2) The parity prices of milk, as determined pursuant to section 2 of the Act, are not reasonable in view of the price of feeds, available supplies of feeds, and other economic conditions which affect market supply and demand for milk in the said marketing area, and the minimum prices specified in the order as hereby amended, are such prices as will reflect the aforesaid factors, insure a sufficient quantity of pure and wholesome milk, and be in the public interest.

(3) The said order as hereby amended, regulates the handling of milk in the same manner as, and is applicable only to persons in the respective classes of industrial or commercial activity specified in, a marketing agreement upon which a hearing has been held.

(4) All milk and milk products handled by handlers, as defined in the order as hereby amended, are in the current of interstate commerce or directly burden, obstruct, or affect interstate commerce in milk or its products; and

(5) It is hereby found that the necessary expenses of the market administrator for the maintenance and functioning of such agency will require the payment by each handler, as his pro rata share of such expenses, 3 cents per hundredweight or such amount not exceeding 3 cents per hundredweight as the Secretary may prescribe, with respect to all of his receipts of milk from producers (including such handler's own production), his receipts of outside milk, and his receipts of exempt milk processed at a regulated plant.

(b) *Additional findings.* It is necessary in the public interest to make this order amending the order effective not later than July 1, 1959.

The provisions of the said order are known to handlers. The recommended decision of the Deputy Administrator of the Agricultural Marketing Service was issued June 5, 1959 and the decision of the Acting Secretary containing all amendment provisions of this order issued June 18, 1959. The changes effected by this order will not require extensive preparation or substantial alteration in method of operation for handlers. In view of the foregoing, it is hereby found and determined that good cause exists for making this order amending the order effective July 1, 1959, and that it would be contrary to the public interest to delay the effective date of this amendment for 30 days after its publication in the FEDERAL REGISTER. (See sec. 4(c), Administrative Procedure Act, 5 U.S.C. 1001 et seq.).

(c) *Determinations.* It is hereby determined that:

(1) The refusal or failure of handlers (excluding cooperative associations specified in section 8c(9) of the Act) of more than 50 percent of the milk, which is marketed within the marketing area, to sign a proposed marketing agreement, tends to prevent the effectuation of the declared policy of the Act;

(2) The issuance of this order, amending the order, is the only practical means pursuant to the declared policy of the Act of advancing the interests of producers as defined in the order as hereby amended; and

(3) The issuance of the order amending the order is approved or favored by at least two-thirds of the producers who during the determined representative period were engaged in the production of milk for sale in the marketing area.

Order relative to handling. It is therefore ordered, that on and after the effective date hereof the Boston and Merrimack Valley orders (Parts 904 and 934) shall be merged under one order and the handling of milk in the consolidated marketing area shall be in conformity to and in compliance with the terms and conditions of Order No. 4, as hereby amended, and the aforesaid order is hereby amended as follows:

§ 904.1 [Amendment]

1. Delete paragraph (b) of § 904.1 and substitute therefor the following:

(b) "Greater Boston, Massachusetts, marketing area," also referred to as the "marketing area," means the territory included within the boundary lines of the following Massachusetts cities and towns:

Andover.	Nahant.
Arlington.	Natick.
Bedford.	Needham.
Belmont.	Newton.
Beverly.	North Andover.
Billerica.	Peabody.
Boston.	Quincy.
Braintree.	Reading.
Brookline.	Revere.
Cambridge.	Salem.
Chelmsford.	Saugus.
Chelsea.	Somerville.
Dedham.	Stoneham.
Dracut.	Swampscott.
Everett.	Tewksbury.
Framingham.	Tyngsboro.
Groveland.	Wakefield.
Haverhill.	Waltham.
Lawrence.	Watertown.
Lexington.	Wayland.
Lowell.	Wellesley.
Lynn.	Westford.
Malden.	West Newbury.
Marblehead.	Weston.
Medford.	Weymouth.
Melrose.	Winchester.
Merrimac.	Winthrop.
Methuen.	Woburn.
Milton.	

§ 904.20 [Amendment]

2. Delete the first sentence in § 904.20 and substitute therefor the following: "Subject to the provisions of §§ 904.21 and 904.24, each receiving plant shall be a pool plant in the first month in which the handler operates it in conformity with the basic requirements specified in this section, and shall thereafter be a pool plant for the remaining months of the marketing year in which it is operated by the same handler."

§ 904.21 [Amendment]

3. Insert as the beginning of the first sentence of § 904.21 the following: "Except as provided in § 904.24,"

4. Add a new § 904.24 to read as follows:

§ 904.24 Receiving plants operated by associations of producers.

Subject to § 904.21(f), any receiving plant which is operated by an association of producers, is located in the marketing area, and as to which the requirements of § 904.20 (a) and (b) are met, shall be a pool plant in any month in which the quantity of Class I milk disposed of directly to consumers from such plant does not exceed 2 percent of its total receipts of fluid milk products other than cream.

§ 904.42 [Amendment]

5a. Delete the figures "+38.1" as they appear in the first line below the heading in column D of the table in § 904.42(c) and substitute therefor the figures "+5.8".

b. Delete all of the figures in the second and third lines below the headings in columns A, B, C, and D as they appear in the table in § 904.42(c) and substitute therefor in column A the figures "41 to 60", in column B the figure "6", in column C the figures "+37.0" and in column D the figures "+3.8".

§ 904.64 [Amendment]

6. Delete paragraphs (a) and (b) of § 904.64 and substitute therefor the following:

(a) With respect to milk delivered by a producer whose farm is located more than 40 miles from both the State House in Boston and the City Hall in Lawrence, but not more than 80 miles from the State House in Boston, there shall be added 23 cents per hundredweight, unless such addition gives a result greater than the Class I price pursuant to §§ 904.40 and 904.42 which is effective at the plant to which such milk is delivered, in which event there shall be added an amount which will give as a result such price.

(b) With respect to milk delivered by a producer whose farm is located not more than 40 miles from the State House in Boston or not more than 40 miles from the City Hall in Lawrence, there shall be added 46 cents per hundredweight, unless such addition gives a result greater than the Class I price pursuant to §§ 904.40 and 904.42 which is effective at the plant to which such milk is delivered, in which event there shall be added an amount which will give as a result such price.

(Secs. 1-19, 48 Stat. 31, as amended; 7 U.S.C. 601-674)

Issued at Washington, D.C., this 25th day of June 1959 to be effective on and after the 1st day of July 1959.

MARVIN L. McLAIN,
Acting Secretary.

[F.R. Doc. 59-5457; Filed, June 30, 1959; 8:47 a.m.]

PART 936—FRESH BARTLETT PEARS, PLUMS, AND ELBERTA PEACHES GROWN IN CALIFORNIA

Expenses and Rates of Assessment for 1959-60 Season

Pursuant to the marketing agreement, as amended, and Order No. 36, as amended (7 CFR Part 936), regulating the handling of fresh Bartlett pears, plums, and Elberta peaches grown in the State of California, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), and upon the basis of the proposals submitted by the Control Committee (established pursuant to said amended marketing agreement and order), it is hereby found and determined that:

§ 936.213 Expenses and rates of assessment for the 1959-60 season.

(a) Expenses: The expenses likely to be incurred by the Control Committee during the 1959-60 season beginning March 1, 1959, and ending February 29, 1960, both dates inclusive, for the maintenance and functioning of such committee and the respective commodity committees, established pursuant to the provisions of the aforesaid amended marketing agreement and order, are as follows:

- (1) Bartlett pears, \$23,040;
- (2) Early varieties of plums, \$18,400;
- (3) Late varieties of plums, \$17,600; and
- (4) Elberta peaches, \$15,680.

(b) Rates of assessment: The following rates of assessment which each handler shall pay in accordance with the applicable provisions of said amended marketing agreement and order, are hereby fixed as the respective handler's pro rata share of the aforesaid expenses:

- (1) 8 mills (\$0.008) per standard western pear box of Bartlett pears, or its equivalent in other containers or in bulk;
- (2) 8 mills (\$0.008) per standard four-basket crate of early varieties of plums, or its equivalent in other containers or in bulk;
- (3) 8 mills (\$0.008) per standard four-basket crate of late varieties of plums, or its equivalent in other containers or in bulk, and
- (4) 4 mills (\$0.004) per California peach box of Elberta peaches, or its equivalent in other containers or in bulk.

(c) It is hereby further found that it is impracticable, unnecessary, and contrary to the public interest to give preliminary notice, and engage in public rule-making procedure, and good cause exists for not postponing the effective date hereof until 30 days after publication in the FEDERAL REGISTER (5 U.S.C. 1001-1011) in that (1) the respective rates of assessment are applicable to all fresh Bartlett pears, early varieties of plums, late varieties of plums, and Elberta peaches shipped during the 1959-60 season; (2) shipments of plums and Elberta peaches have already commenced and shipments of Bartlett pears are expected to begin on or about July 2, 1959; (3) the provisions hereof do not impose any obligation on a handler until such handler ships plums, Elberta

peaches, or Bartlett pears; and (4) it is essential that the specification of the assessment rates be issued immediately so that the aforesaid assessment may be collected and thereby enable the said Control Committee and commodity committees to perform their duties and functions in accordance with said amended marketing agreement and order.

(d) Terms used in the amended marketing agreement and order shall, when used herein, have the same meaning as is given to the respective term in said amended marketing agreement and order. The terms hereof shall become effective upon publication in the FEDERAL REGISTER.

(Secs. 1-19, 48 Stat. 31, as amended; 7 U.S.C. 601-674)

Dated: June 25, 1959.

S. R. SMITH,
Director, Fruit and Vegetable
Division, Agricultural Market-
ing Service.

[F.R. Doc. 59-5456; Filed, June 30, 1959;
8:47 a.m.]

[Bartlett Pear Order 1]

PART 936—FRESH BARTLETT PEARS, PLUMS, AND ELBERTA PEACHES GROWN IN CALIFORNIA

Regulation by Grades and Sizes

§ 936.626 Bartlett Pear Order 1.

(a) *Findings.* (1) Pursuant to the marketing agreement, as amended, and Order No. 36, as amended (7 CFR Part 936), regulating the handling of fresh Bartlett pears, plums, and Elberta peaches grown in the State of California, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), and upon the basis of the recommendations of the Bartlett Pear Commodity Committee, established under the aforesaid amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of shipments of Bartlett pears, as hereinafter provided, will tend to effectuate the declared policy of the act.

(2) It is hereby further found that it is impracticable, unnecessary, and contrary to the public interest to give preliminary notice, engage in public rule-making procedure, and postpone the effective date of this section until 30 days after publication thereof in the FEDERAL REGISTER (60 Stat. 237; 5 U.S.C. 1001 et seq.) in that, as hereinafter set forth, the time intervening between the date when information upon which this section is based became available and the time when this section must become effective in order to effectuate the declared policy of the act is insufficient; a reasonable time is permitted under the circumstances, for preparation for such effective time; and good cause exists for making the provisions hereof effective not later than July 2, 1959. A reasonable determination as to the supply of, and

the demand for, Bartlett pears must await the development of the crop and adequate information thereon was not available to the Bartlett Pear Commodity Committee until June 23, 1959; recommendation as to the need for, and the extent of, regulation of shipments of such pears was made at the meeting of said committee on June 23, 1959, after consideration of all available information relative to the supply and demand conditions for such pears, at which time the recommendation and supporting information was submitted to the Department; shipments of the current crop of such pears are expected to begin on or about July 2, 1959; and this section should be applicable to all shipments of such pears in order to effectuate the declared policy of the act; and compliance with the provisions of this section will not require of handlers any preparation therefor which cannot be completed by the effective time hereof.

(b) *Order.* (1) During the period beginning at 12:01 a.m., P.s.t., July 2, 1959, and ending at 12:01 a.m., P.s.t., January 1, 1960, no shipper shall ship any box or container of Bartlett pears unless:

(i) All such pears grade not less than U.S. No. 2;

(ii) At least 80 percent, by count, of the pears contained in any box or container grade at least U.S. No. 1, with the following exceptions: (a) Not to exceed 10 percent, by count, of such pears in any box or container may be damaged but not seriously damaged by hail; and (b) such pears may fail to be fairly well formed only because of short shape but shall not be seriously misshapen; and

(iii) All such pears are of a size not smaller than the size known commercially as size 165.

(2) Section 936.143 sets forth the requirements with respect to the inspection and certification of shipments of Bartlett pears. Such section also prescribes the conditions which must be met if any shipment is to be made without prior inspection and certification. Notwithstanding that shipments may be made without inspection and certification, each shipper shall comply with all grade and size regulations applicable to the respective shipment.

(c) *Definitions.* (1) Terms used in the amended marketing agreement and order shall, when used herein, have the same meaning as is given to the respective term in said amended marketing agreement and order.

(2) "Size 165" means Bartlett pears of a size which (i) when packed in a standard pear box, will pack, in accordance with the requirements prescribed for a standard pack, 165 pears in said box with the twenty-two smallest pears weighing not less than five and three-quarter pounds, or (ii) when packed in containers other than the standard pear box, will not pass through a rigid ring 2 $\frac{3}{8}$ inches in diameter: *Provided*, That not to exceed 5 percent, by count, of the pears in any such container may be not to exceed $\frac{1}{8}$ inch smaller than said diameter requirement but the twenty-two smallest pears shall not weigh less than five and three-quarter pounds.

(3) "Standard pear box" means the container so designated in section 828.3 of the Agricultural Code of California.

(4) "U.S. No. 1," "U.S. No. 2," "fairly well formed," "seriously misshapen," "damage," "seriously damaged," and "standard pack" shall have the same meaning as when used in the United States Standards for Pears (Summer and Fall), §§ 51.1260 to 51.1280 of this title.

(Secs. 1-19, 48 Stat. 31, as amended; 7 U.S.C. 601-674)

Dated: June 26, 1959.

S. R. SMITH,
Director, Fruit and Vegetable
Division, Agricultural Market-
ing Service.

[F.R. Doc. 59-5478; Filed, June 30, 1959;
8:50 a.m.]

[Milk Order No. 90]

PART 990—MILK IN SOUTHEASTERN NEW ENGLAND MARKETING AREA

Order Amending Order

§ 990.0 Findings and determinations.

The findings and determinations hereinafter set forth are supplementary and in addition to the findings and determinations previously made in connection with the issuance of the aforesaid order and all of said previous findings and determinations are hereby ratified and affirmed, except insofar as such findings and determinations may be in conflict with the findings and determinations set forth herein.

(a) *Findings upon the basis of the hearing record.* Pursuant to the provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601 et seq.), and the applicable rules of practice and procedure governing the formulation of marketing agreements and marketing orders (7 CFR Part 900), a public hearing was held upon certain proposed amendments to the tentative marketing agreement and to the order regulating the handling of milk in the Southeastern New England marketing area. Upon the basis of the evidence introduced at such hearing and the record thereof, it is found that:

(1) The said order as hereby amended, and all of the terms and conditions thereof, will tend to effectuate the declared policy of the Act;

(2) The parity prices of milk, as determined pursuant to section 2 of the Act, are not reasonable in view of the price of feeds, available supplies of feeds, and other economic conditions which affect market supply and demand for milk in the said marketing area, and the minimum prices specified in the order as hereby amended, are such prices as will reflect the aforesaid factors, insure a sufficient quantity of pure and wholesome milk, and be in the public interest;

(3) The said order as hereby amended, regulates the handling of milk in the same manner as, and is applicable only to persons in the respective classes of industrial or commercial activity speci-

fied in, a marketing agreement upon which a hearing has been held.

(4) All milk and milk products handled by handlers, as defined in the order as hereby amended, are in the current of interstate commerce or directly burden, obstruct, or affect interstate commerce in milk or its products; and

(5) It is hereby found that the necessary expense of the market administrator for the maintenance and functioning of such agency will require the payment, as a pro rata share of such expense, 5 cents per hundredweight or such amount not to exceed 5 cents per hundredweight as the Secretary may prescribe as follows: (i) By each pool handler with respect to (a) receipts of producer milk, including such handler's own production, (b) receipts of exempt milk, and (c) receipts of other source milk classified as Class I; (ii) by each buyer-handler with respect to receipts of other source milk classified as Class I, and (iii) by each nonpool handler, except a buyer-handler, with respect to other source milk disposed of as Class I milk in the marketing area on routes.

In lieu of the payments prescribed above, in the case of such other source receipts from a plant regulated under another Federal order, the rate of payment shall be an amount by which the rate of assessment under this order exceeds the rate of assessment applicable on such milk under other Federal orders.

(b) *Additional findings.* It is necessary in the public interest to make this order amending the order effective not later than July 1, 1959.

The provisions of the said order are known to handlers. The recommended decision of the Deputy Administrator of the Agricultural Marketing Service was issued June 8, 1959 and the decision of the Acting Secretary containing all amendment provisions of this order issued June 18, 1959. The changes effected by this order will not require extensive preparation or substantial alteration in method of operation for handlers. In view of the foregoing, it is hereby found and determined that good cause exists for making this order amending the order effective July 1, 1959, and that it would be contrary to the public interest to delay the effective date of this amendment for 30 days after its publication in the FEDERAL REGISTER. (See section 4(c), Administrative Procedure Act, 5 U.S.C. 1001 et seq.).

(c) *Determinations.* It is hereby determined that:

(1) The refusal or failure of handlers (excluding cooperative associations specified in section 8c(9) of the Act) of more than 50 percent of the milk, which is marketed within the marketing area, to sign a proposed marketing agreement, tends to prevent the effectuation of the declared policy of the Act;

(2) The issuance of this order, amending the order, is the only practical means pursuant to the declared policy of the Act of advancing the interests of producers as defined in the order as hereby amended; and

(3) The issuance of the order amending the order is approved or favored by at least two-thirds of the producers who during the determined representative period were engaged in the production of milk for sale in the marketing area.

Order relative to handling. It is therefore ordered, that on and after the effective date hereof, the handling of milk in the Southeastern New England marketing area shall be in conformity to and in compliance with the terms and conditions of the aforesaid order, as hereby amended, and the aforesaid order is hereby amended as follows:

Delete § 990.1(b) and substitute therefor the following:

(b) "Southeastern New England marketing area", hereafter referred to as the "marketing area" means all of the territory included within the boundary lines of the State of Rhode Island (excluding Block Island) and the Massachusetts counties of Bristol, Plymouth (excluding the towns of Hingham and Hull), Barnstable and Dukes County, together with all piers, docks and wharves connected therewith and craft moored thereat and including all territory within such boundaries which is occupied by Government (municipal, State or Federal) installations, institutions, or other establishments.

(Secs. 1-19, 48 Stat. 31, as amended; 7 U.S.C. 601-674)

Issued at Washington, D.C., this 25th day of June 1959, to be effective on and after the 1st day of July 1959.

MARVIN L. McLAIN,
Acting Secretary.

[F.R. Doc. 59-5458; Filed, June 30, 1959;
8:47 a.m.]

Title 15—COMMERCE AND FOREIGN TRADE

Chapter II—National Bureau of Standards, Department of Commerce

PART 230—STANDARD SAMPLES AND REFERENCE STANDARDS ISSUED BY THE NATIONAL BUREAU OF STANDARDS

Subpart B—Standard Samples and Reference Standards With Schedule of Weights and Fees

DESCRIPTIVE LIST; MISCELLANEOUS AMENDMENTS

In accordance with the provisions of section 4 (a) and (c) of the Administrative Procedure Act, it has been found that notice and hearing on these schedules of fees are unnecessary for the reason that such procedures, because of the nature of these rules, serve no useful purpose. These schedules are effective from the date of publication in the FEDERAL REGISTER.

Section 230.11 *Descriptive list* is amended as follows:

1. Paragraph (a) *Steels (chemical standards)* is amended to revise the price of standard 153a to read as follows:

(a) *Steels (chemical standards).*

Sample No.	Name	Approximate weight of sample in grams	Price per sample
153a.....	Mo 8-W1.7-Cr4-V2-Co 8.	150	\$5.00

2. Paragraph (d) *Nonferrous alloys* is amended to revise the price of standards 53d, 54d, and 162a to read as follows:

(d) *Nonferrous alloys.*

Sample No.	Name	Approximate weight of sample in grams	Price per sample
53d.....	Bearing metal, lead-base.	170	\$6.00
54d.....	Bearing metal, tin-base.	170	6.00
162a.....	Monel-type (Ni 64-Cu 31).	150	6.00

3. Paragraph (h) *Microchemical standards* is amended to read as follows:

(h) *Microchemical standards.*

Sample No.	Name	Approximate weight of sample in grams	Price per sample
140a.....	Benzoic acid.....	2	\$4.00
141.....	Acetanilide.....	2	4.00
142.....	Anisic acid.....	2	4.00
143a.....	Cystine.....	2	4.00
145.....	2-Iodobenzoic acid.....	2	4.00

4. Paragraph (k) *Melting-point standards* is amended to change the title and to revise the entire paragraph to read as follows:

(k) *Freezing-point standards.*

Sample No.	Name	Approximate weight of sample in grams	Price per sample
44e.....	Aluminum.....	200	\$5.00
45e.....	Copper.....	450	5.00
49d.....	Lead.....	600	5.00
42f.....	Tin.....	350	5.00
43g.....	Zinc.....	350	5.00

(Sec. 9, 31 Stat. 1450, as amended; 15 U.S.C. 277. Interprets or applies sec. 7, 70 Stat. 959; 15 U.S.C. 275a)

[SEAL] R. D. HUNTOON,
Deputy Director,
National Bureau of Standards.

Approved: June 24, 1959.

F. H. MUELLER,
Under Secretary of Commerce.

[F.R. Doc. 59-5443; Filed, June 30, 1959;
8:45 a.m.]

Title 32—NATIONAL DEFENSE

Chapter VII—Department of the Air Force

SUBCHAPTER G—PERSONNEL

PART 875—APPOINTMENT TO THE UNITED STATES AIR FORCE ACADEMY

In Part 875, §§ 875.1 to 875.6 are rescinded and the following substituted therefor:

- Sec.
- 875.1 Purpose.
- 875.2 Policy on applications for nomination.
- 875.3 Definitions.
- 875.4 How appointment vacancies are allocated.
- 875.5 Basic eligibility requirements.
- 875.6 Requirements for Presidential competitive nominating category.
- 875.7 Requirements for Vice Presidential nominating category.
- 875.8 Requirements for sons of deceased veterans competitive nominating category.
- 875.9 Requirements for honor military and honor naval schools competitive nominating category.
- 875.10 Requirements for sons of Congressional Medal of Honor winners.
- 875.11 How to apply for nomination in State, Territory, District of Columbia, Puerto Rico, or Panama Canal Zone.
- 875.12 How to submit Presidential competition applications.
- 875.13 How to apply for Vice Presidential nomination.
- 875.14 How to apply for sons of deceased veterans competitive nomination.
- 875.15 How to apply for honor military and honor naval school nomination.
- 875.16 How sons of Congressional Medal of Honor winners may apply.
- 875.17 Where applicant will report.
- 875.18 How to report change of address.

AUTHORITY: §§ 875.1 to 875.18 issued under sec. 8012, 70A Stat. 488; 10 U.S.C. 8012. Interpret or apply 10 U.S.C. 903, as amended by sec. 52B of the Act of Aug. 10, 1956 (70A Stat. 641) and Pub. Law 182, 85th Cong., Aug. 28, 1957.

SOURCE: AFR 53-10, Mar. 31, 1959.

§ 875.1 Purpose.

This part tells how to apply for appointment to, and how to process applications for, the United States Air Force Academy.

§ 875.2 Policy on applications for nomination.

All persons eligible for nomination to the Air Force Academy are encouraged to apply in every category in which they are eligible.

§ 875.3 Definitions.

For the purpose of this part, the following terms are defined:

(a) *Nomination.* Action taken by appropriate authority to nominate an individual to fill an Air Force Academy vacancy allocated to the authority.

(b) *Competitive nominating category.* A specific category from which an individual is nominated by appropriate authority to compete for selection and subsequent appointment to the Air Force Academy.

(c) *Civilian applicant.* Any person, except a military applicant, who applies for nomination to the Air Force Academy.

(d) *Civilian nominee.* Any person not on extended active duty who receives a nomination for appointment to the Air Force Academy. Includes those individuals competing for appointment in the Reserve competition, if they are not on extended active duty.

(e) *Selectee.* A nominee selected for appointment to the Air Force Academy by the Academy Selection Board.

(f) *Organization commander.* The commander administering and operating the organization to which the applicant or nominee is assigned.

(g) *Air Force military test control officer.* An officer designated to give USAF tests.

§ 875.4 How appointment vacancies are allocated.

Appointment vacancies are allocated annually to authorized nominating authorities. By law, these allocations are restricted each year to one-quarter of the total number of cadets authorized each nominating category in the total Academy enrollment. Applicants may and should try to secure nomination in every category in which they are eligible. Sources of nomination are:

(a) The 534 United States Senators and Representatives; the Delegate from the Territory of Hawaii; the Resident Commissioner of Puerto Rico; the Governor of the Panama Canal Zone; and the Commissioners of the District of Columbia. The majority of vacancies are allocated to these authorities. Applicants nominated by these authorities will fill vacancies allocated to them.

(b) Presidential competitive nominating category.

(c) The Vice-Presidential nominating category.

(d) The Sons of Deceased Veterans competitive nominating category.

(e) The Honor Military and Honor Naval Schools competitive nominating category.

(f) The Sons of Congressional Medal of Honor winners.

§ 875.5 Basic eligibility requirements.

All applicants must meet the following basic requirements, without exception:

(a) *Age.* Applicant must be at least 17 years of age but must not have passed his 22d birthday by July 1 of the year in which he enters the Air Force Academy. A nominee is required to substantiate his date of birth by a birth certificate, or authenticated copy, or any documentary evidence considered legally sufficient to establish a date of birth.

(b) *Citizenship.* Applicant must be a male citizen of the United States. If an applicant is a citizen by naturalization, the following certificate is required, authenticated by a notary public or other person authorized by law to administer oaths:

I certify that I have seen this date the original certificate of citizenship number _____ stating that _____ was granted United States citizenship by the _____ (Name of Court)

on _____ The following person was (Date) named in the certificate as a minor child _____, age _____ (Name of Child)

Facsimiles or copies, photographs or otherwise, will not be made of naturalization certificates under any circumstances. Act June 25, 1948 (62 Stat. 767) 18 U.S.C. 1426(h) states:

Whoever, without lawful authority, prints, photographs, makes, or executes any print or impression in the likeness of a certificate of arrival, declaration of intention to become a citizen, or certificate of naturalization or citizenship, or any part thereof, shall be fined not more than \$5,000 or imprisoned not more than five (5) years, or both.

(c) *Domicile.* An applicant nominated by an authority designated in paragraph (a) of § 875.4 must be domiciled within the constituency of such authority.

(d) *Moral character.* Applicant must be of highest moral character. Commanders will furnish information to the Director of Admissions, United States Air Force Academy, on any applicant or nominee whose official records show:

(1) He is or has been a conscientious objector. In this case, an affidavit expressing his abandonment of such beliefs and principles so far as they pertain to his willingness to bear arms and to give full and unqualified military service to his country is required.

(2) Any facts which give reason to believe that his appointment may not be clearly consistent with the interests of national security.

(3) Conviction by court-martial for violations of the Articles of the Uniform Code of Military Justice (page 229, MCM, 1951) or conviction of a felony in a military or civilian court.

(4) Elimination from any officer training program or any preparatory school of the Army, Navy, or Air Force academies for military inaptitude, indifference, or undesirable traits of character. This includes any person who resigned in the face of impending charges or who was eliminated by official action.

(5) He is afflicted with or has a history of venereal infection.

(6) Habitual intemperance.

(7) Any behavior, activity, or associations which tend to show that he is of questionable character or reputation.

(e) *Marital status.* Applicant must not be and never have been married. Cadets are not permitted to marry until after graduation.

(f) *Elimination from flying training.* Applicant must not have been eliminated from a flying training course conducted by an Armed Force of the United States, unless the eliminating authority recommends further aircrew training.

(g) *Medical examination.* Applicant must pass the Air Force Academy physical standards for admission.

§ 875.6 Requirements for Presidential competitive nominating category.

The son of a member of a Regular component of the Armed Forces of the United States is eligible for nomination. An adopted son is eligible if adoption proceedings were initiated before his

15th birthday. In addition, applicants must meet the basic eligibility requirements listed in § 875.5.

§ 875.7 Requirements for Vice Presidential nominating category.

Any individual who meets the basic eligibility requirements listed in § 875.5 may apply to the Vice President for nomination.

§ 875.8 Requirements for sons of deceased veterans competitive nominating category.

The son of a deceased member of the Armed Forces of the United States is eligible for nomination in this category if he meets the basic eligibility requirements listed in § 875.5. The deceased parent (male or female) must have been killed in action, or have died from wounds or injuries received, disease contracted in, or pre-existing injury or disease aggravated by, active service during World War I, World War II, or between June 27, 1950 and February 1, 1955.

§ 875.9 Requirements for honor military and honor naval schools competitive nominating category.

Three honor graduates or prospective honor graduates from each designated honor military and honor naval school may be nominated to fill the vacancies allocated to such schools. Vacancies are filled in order of merit established by the entrance examinations, regardless of the schools from which the nominations are made. Appropriate school authorities must certify that each nominee is an honor graduate and meets the basic eligibility requirements listed in § 875.5. Nominations must be submitted to the Director of Admissions, United States Air Force Academy, Colorado, by January 31 of the year in which the nominees desire appointment. Nominations are not limited to honor graduates of the current year.

§ 875.10 Requirements for sons of Congressional Medal of Honor winners.

Sons of Congressional Medal of Honor winners who desire to enter the Academy, and who meet the basic eligibility requirements listed in § 875.5, should write to the Director of Admissions, United States Air Force Academy, Colorado, as outlined in § 875.16.

§ 875.11 How to apply for nomination in State, Territory, District of Columbia, Puerto Rico, or Panama Canal Zone.

(a) An individual who desires nomination to the Air Force Academy may apply to the Senators of his State of residence and/or the Representative of his district of residence. Residents of the Territory of Hawaii submit applications to their Delegate to Congress. Residents of the District of Columbia apply to the Commissioners of the District of Columbia. Residents of Puerto Rico apply to the Resident Commissioner. Sons of civilians residing in the Panama Canal Zone, or sons of civilian employees of the United States Government and the

Panama Canal Company residing in the Republic of Panama, apply to the Governor of the Panama Canal Zone. Applications should be submitted in writing as early as May and not later than October of the year preceding the one in which admission to the Academy is desired. The following information will be furnished:

- (1) Name and address (both permanent and temporary).
- (2) Date of birth.
- (3) Names and address of parents.
- (4) Scholastic achievements, including grades attained and class standing.
- (5) High school extracurricular activities.

(6) Physical qualifications; i.e. height, weight, visual acuity, and any other pertinent medical history.

(b) The appropriate individual nominating authority will advise the applicant of further action to be taken on his request for nomination. If the applicant is nominated, the nominating authority will forward the nomination form through the Air Force Academy Branch, Hq. USAF, Washington 25, D.C., to the Director of Admissions, United States Air Force Academy, Colorado. The Director of Admissions will then schedule the nominee for testing. After nomination, the nominee should address all letters, forms, etc., to the Director of Admissions.

§ 875.12 How to submit Presidential competition applications.

An individual eligible to apply for nomination in this category, as outlined in § 875.6, will write to the Director of Admissions, United States Air Force Academy, Colorado, requesting nomination. The request must include:

- (a) Name, address, and date of birth.
- (b) The full name, grade, service number, length of service, and branch of service, of the parent whose Regular component status entitles the applicant to nomination.

(c) Evidence of the parent's term of enlisted status, date of discharge therefrom, and date of commission or warrant, if the parent was previously enlisted in the Regular component and now has a commission or warrant in the Reserve component.

§ 875.13 How to apply for Vice Presidential nomination.

An individual who meets the basic eligibility requirements, and desires a Vice Presidential nomination, will submit a written request to the Vice President's office. The request may be submitted as early as May but no later than October of the year preceding the one in which he desires appointment to the Academy. It must include:

- (a) Name, address, and date of birth.
- (b) Scholastic achievements, including grades received and class standing.
- (c) High school extracurricular activities.

(d) Reasons for requesting Vice Presidential nomination.

§ 875.14 How to apply for sons of deceased veterans competitive nomination.

An individual eligible for nomination in this competition will submit a written request to the Director of Admissions, United States Air Force Academy, Colorado, containing the following information:

- (a) Full name, address, and date of birth.
- (b) The full name, service number, grade, and branch of service of the parent whose service-connected death entitles the applicant to nomination in this category.
- (c) Brief description of the time, place, and cause of parent's death.
- (d) Veterans' Administration claim number.

§ 875.15 How to apply for honor military and honor naval school nomination.

An individual eligible for nomination in the honor military or honor naval school competition will apply to the administrative authority of his school. The application will include:

- (a) Full name, address, and date of birth.
- (b) Reasons for requesting nomination to the Air Force Academy.

§ 875.16 How sons of Congressional Medal of Honor winners may apply.

The son of a Congressional Medal of Honor winner who desires appointment consideration will write to the Director of Admissions, United States Air Force Academy, Colorado, requesting that he be scheduled for the final qualifying examinations. The letter must include:

- (a) Full name, address, and date of birth.
- (b) Full name, grade, and service number of the parent who won the award.

§ 875.17 Where applicant will report.

An applicant nominated in one or more of the nominating categories will be notified by the Director of Admissions to report to an Air Force Academy and Aircrew Examining Center for final qualification testing. The nominee will also be instructed concerning the place and date he must report for the College Entrance Examination Board tests. All required tests are listed in the letter of instructions. No nominee will be considered for appointment until scores on all tests are received.

§ 875.18 How to report change of address.

Each applicant or nominee is personally responsible for notifying the Director of Admissions of every change of address. Notifications are sent direct to the Director of Admissions, United States Air Force Academy, Colorado.

[SEAL] CHARLES M. McDERMOTT,
Colonel, U.S. Air Force, Deputy
Director of Administrative
Services.

[F.R. Doc. 59-5475; Filed, June 30, 1959; 8:50 a.m.]

Title 36—PARKS, FORESTS, AND MEMORIALS

Chapter I—National Park Service, Department of the Interior

PART 13—ADMISSION, GUIDE, ELE- VATOR, AND AUTOMOBILE FEES

PART 20—SPECIAL REGULATIONS

Miscellaneous Amendments

On page 4169 of the FEDERAL REGISTER of May 23, 1959, there was published a notice of proposed rule making to revise the present motor vessel transportation rates in Isle Royale National Park, Michigan. Interested persons were given 10 days within which to submit written comments, suggestions, or objections to the proposed amendment of the regulations.

No comments or objections were submitted within the 10-day period. Consequently, the proposed amendment is hereby adopted as published and is set forth below. This amendment shall become effective upon its publication in the FEDERAL REGISTER.

FRED A. SEATON,
Secretary of the Interior.

JUNE 24, 1959.

1. A new section is added to Part 13, to read as follows:

§ 13.21 · Motor vessel transportation rates, Isle Royale National Park.

(a) Transportation services between Houghton, Michigan and Isle Royale National Park, Michigan, rendered aboard Government-owned vessels, shall be charged for at the following rates:

Personal transportation—one way only	\$7.50
Personal transportation—round trip	15.00
Transportation of boats up to 14 feet in length—one way only	5.00
Transportation of boats up to 14 feet in length—round trip	10.00
Transportation of boats over 14 feet but limited to 20 feet—one way only	10.00
Transportation of boats over 14 feet but limited to 20 feet—round trip	20.00
Canoes—round trip	3.00
Outboard motors ¼ h.p. to 10 h.p.—round trip	3.00
Outboard motors 12 h.p. to 25 h.p.—round trip	5.00
Outboard motors over 25 h.p.—round trip	7.50

(b) The rates mentioned in paragraph (a) of this section are subject to applicable Federal Transportation Taxes.

(c) (1) Personal transportation for children between the ages of five and twelve, inclusive, will be one-half of the rates mentioned in paragraph (a) of this section for comparable service. No charge will be made for children under the age of five.

(2) The rates for personal transportation mentioned in paragraph (a) of

this section include the transportation of usual hand baggage and camping gear.

§ 20.38 [Amendment]

2. In Part 20, § 20.38(d) is revoked.
(Sec. 3, 39 Stat. 535, as amended; 16 U.S.C. 3)
[F.R. Doc. 59-5450; Filed, June 30, 1959; 8:46 a.m.]

Title 42—PUBLIC HEALTH

Chapter IV—Freedmen's Hospital, Department of Health, Education, and Welfare

PART 401—ADMISSION AND OUTPATIENT TREATMENT

Contracts with Non-Governmental Agencies and Non-Profit Organizations

Notice of proposed rule making and public rule making procedures and delay in effective date have been omitted as unnecessary in the issuance of the following amendments which relate solely to agency management and authorize the Surgeon General to delegate the approval of contracts entered into by the Superintendent of Freedmen's Hospital with non-governmental agencies and non-profit organizations.

1. Section 401.13(c) is amended to read as follows:

(c) The Superintendent of Freedmen's Hospital is authorized, with the approval of the Surgeon General of the Public Health Service or his designee, to enter into arrangements for periods not in excess of one year with non-Federal governmental agencies under which such agencies will reimburse the hospital for the care of persons living in the community area of service of the hospital and referred by such agencies as indigent or part-pay patients. Such arrangements may provide for rates which, on the effective date of any such arrangements, are not less than any one of the following: (1) The rates applicable to the care of persons referred by the District of Columbia pursuant to paragraphs (a) and (b) of this section; (2) the full-pay patient rates specified in §§ 401.7, 401.9, 401.10, and related provisions of this part; or (3) the highest rate such agency has agreed to pay to other hospitals in the District of Columbia for similar services, or in the absence of any such agreement, the highest rate payable by such agency to other hospitals for such services.

2. Section 401.15(b) is amended to read as follows:

(b) Where a responsible nonprofit organization undertakes to pay for the hospitalization of its members or for the medical care of dependents of members of the uniformed services pursuant to section 201 of the Dependents' Medical Care Act (37 U.S.C. 411), the Superin-

tendent, with the approval of the Surgeon General of the Public Health Service or his designee may, without regard to the schedule set for in § 401.6, enter into a contract with such organization to establish a rate which will take into consideration administrative economies in the operation of the hospital resulting from such undertaking provided that such rate shall not in any event be less than 95 percent of the rate applicable to full-pay patients in accordance with § 401.7.

(R.S. 2038, as amended, sec. 1, 33 Stat. 1190, as amended, sec. 1, 37 Stat. 172, as amended, 59 Stat. 366, as amended; 32 D.C. Code 317, 318, 318a, 319)

Dated: June 18, 1959.

[SEAL] L. E. BURNEY,
Surgeon General.

Approved: June 25, 1959.

ARTHUR S. FLEMING,
Secretary.

[F.R. Doc. 59-5471; Filed, June 30, 1959; 8:48 a.m.]

Title 50—WILDLIFE

Chapter I—Fish and Wildlife Service, Department of the Interior

SUBCHAPTER F—ALASKA COMMERCIAL FISHERIES

PART 111—PRINCE WILLIAM SOUND AREA

PART 112—COPPER RIVER AREA

Extension of Razor Clam Seasons

Basis and purpose. Field investigations by fishery management agents of the Bureau of Commercial Fisheries indicate a good supply of razor clams on the grounds in the Prince William Sound and Copper River areas and that the clams continue to be of good quality. Thus far, only approximately one-fourth of the respective quotas prescribed for the taking of razor clams in these areas has been taken. In these circumstances, a 10-day extension of the razor clam seasons in these areas is warranted, both from economic and biological standpoints, to permit greater utilization of the harvestable surplus above spawning requirements. Accordingly, acting pursuant to authority delegated to the Commissioner of Fish and Wildlife by the Secretary of the Interior in Order 2821 (22 F.R. 5778) and redelegated to the Director, Bureau of Commercial Fisheries, by Commissioner's Order 3 (22 F.R. 8126) the regulations appearing under Parts 111 and 112 are amended in pertinent part as indicated below:

1. Section 111.70 is amended to read as follows:

§ 111.70 Closed season, razor clams.

From July 11 to August 15, inclusive.

2. Section 111.96 is amended to read as follows:

§ 111.96 Closed season, razor clams.

From July 11 to August 15, inclusive.

3. Section 112.70 is amended to read as follows:

§ 112.70 Closed season, razor clams.

From July 11 to August 15, inclusive.

4. Section 112.96 is amended to read as follows:

§ 112.96 Closed season, razor clams.

From July 11 to August 15, inclusive.

Since immediate action is necessary to forestall a closure of the razor clam seasons in the Prince William Sound and Copper River Areas which otherwise would occur on June 30, 1959, notice and public procedure and deferred effective dates for these amendments are impracticable. Accordingly, the amendments shall become effective immediately upon publication in the FEDERAL REGISTER (60 Stat. 237, 5 U.S.C. 1001, et seq.).

(Sec. 1, 43 Stat. 464, as amended (48 U.S.C. 221), and sec. 6(e), 72 Stat. 340)

Dated: June 29, 1959.

A. W. ANDERSON,
Acting Director,

Bureau of Commercial Fisheries.

[F.R. Doc. 59-5515; Filed, June 29, 1959;
3:25 p.m.]

Title 14—AERONAUTICS AND SPACE

Chapter III—Federal Aviation Agency

[Airspace Docket No. 59-WA-38]

PART 600—DESIGNATION OF FEDERAL AIRWAYS

PART 601—DESIGNATION OF THE CONTINENTAL CONTROL AREA, CONTROL AREAS, CONTROL ZONES, REPORTING POINTS, AND POSITIVE CONTROL ROUTE SEGMENTS

Cancellations

The purpose of this action is to cancel, in part, Amendment 14 to Parts 600 and 601 (24 F.R. 3870, 3872) which will become effective July 2, 1959.

VOR Federal airway No. 241 and the associated control areas, which are designated and described in § 600.6241 and § 601.6241 (14 CFR, 1958 Supp. 600.6241, 601.6241) respectively, presently extend from Crestview, Florida, to Atlanta, Georgia, via Columbus, Georgia. In order to avoid confusion with other air-

ways, the Federal Aviation Agency had decided to modify VOR Federal airway No. 241 so that it extended only from Crestview, Florida, to Columbus, Georgia, and to assign another airway number to the segment from Columbus, Georgia, to Atlanta, Georgia. Accordingly, Paragraph 20 of Amendment 14 to Part 600 described VOR Federal airway No. 241 as extending from Crestview, Florida, to Columbus, Georgia. It has now been determined that the assignment of another airway number for the segment from Columbus, Georgia, to Atlanta, Georgia, is not now necessary and that no modification of the original airway should be made at this time. Corresponding action had also been taken with respect to the control areas associated with VOR Federal airway No. 241, and appeared in Paragraph 51 of Amendment 14 to Part 601.

Since Amendment 14 to Parts 600 and 601 are not yet effective and the presently designated VOR Federal airway No. 241, together with its associated control areas, is being retained, cancellation of the aforesaid actions will impose no additional burden on any person. Therefore, compliance with the notice, procedure and effective date requirements of section 4 of the Administrative Procedure Act is not necessary.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (24 F.R. 4530), the following action is taken:

1. Paragraph 20 of Amendment 14 to Part 600 is cancelled.

2. Paragraph 51 of Amendment 14 to Part 601 is cancelled.

This action shall become effective upon the date of publication in the FEDERAL REGISTER.

(Secs. 307(a) and 313(a), 72 Stat. 749, 752; 49 U.S.C. 1348, 1354)

Issued in Washington, D.C., on June 24, 1959.

D. D. THOMAS,
Director,

Bureau of Air Traffic Management.

[F.R. Doc. 59-5445; Filed, June 30, 1959;
8:46 a.m.]

[Airspace Docket No. 59-WA-35]

[Amdt. 11]

PART 602—ESTABLISHMENT OF JET ROUTES IN THE CONTINENTAL CONTROL AREA

Modification

VOR/VORTAC jet route No. 26 presently extends from El Paso, Tex., to Gor-

donsville, Va., via, among other points, the Kansas City, Mo., VOR; the Peoria, Ill., VOR; the Naperville, Ill., VOR; the Dayton, Ohio, VOR; and the Appleton, Ohio, VOR. The purpose of this action is to modify this jet route (J26V) by re-aligning the segment between Kansas City, Mo., and Appleton, Ohio, in order to move jet route J26V farther south of the congested Chicago, Ill., terminal area and farther north of the congested terminal area in the vicinity of Dayton, Ohio. As a result of this action, the segment of jet route J26V between Kansas City, Mo., and Appleton, Ohio, will be aligned so that it extends from the Kansas City, Mo., VOR to the Bradford, Ill., VOR, direct to the Joliet, Ill., VOR, then direct to the Appleton, Ohio, VOR.

This modification has been coordinated with various civil organizations, the Army, the Navy and the Air Force. Moreover, in view of the improved air traffic control service which will be provided, the public interest will best be served by the use of the modified jet route at the earliest practicable date. Since it is necessary that sufficient time be allowed to permit appropriate changes to be made on aeronautical charts, the modification of this jet route will be effective on July 30, 1959. For these reasons, it has been determined that notice and public procedure requirements of section 4 of the Administrative Procedure Act would be contrary to the public interest.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator, (24 F.R. 4530), Part 602 (14 CFR 1958 Supp. Part 602), is hereby amended as follows:

Section 602.526 is amended to read:

§ 602.526 VOR/VORTAC jet route No. 26 (El Paso, Tex., to Gordonsville, Va.).

From the El Paso, Tex., VOR via the INT El Paso 089° and Roswell 216° radials; Roswell, N. Mex., VOR; Amarillo, Tex., VOR; Wichita, Kans., VOR; Kansas City, Mo., VOR; INT Kansas City 060° and Bradford 247° radials; Bradford, Ill., VOR; Joliet, Ill., VOR; Appleton, Ohio, VOR; to the Gordonsville, Va., VOR.

This amendment shall become effective 0001 e.s.t. July 30, 1959.

(Secs. 307(a) and 313(a), 72 Stat. 749, 752; 49 U.S.C. 1348, 1354)

Issued in Washington, D.C., on June 24, 1959.

D. D. THOMAS,
Director,

Bureau of Air Traffic Management.

[F.R. Doc. 59-5446; Filed, June 30, 1959;
8:46 a.m.]

[Reg. Docket 29; Amdt. 123]

PART 609—STANDARD INSTRUMENT APPROACH PROCEDURES

Miscellaneous Alterations

The new and revised standard instrument approach procedures appearing hereinafter are adopted to become effective and/or canceled when indicated in order to promote safety. The revised procedures supersede the existing procedures of the same classification now in effect for the airports specified therein. For the convenience of the users, the revised procedures specify the complete procedure and indicate the changes to the existing procedures. Compliance with the notice, procedures, and effective date provisions of section 4 of the Administrative Procedure Act would be impracticable and contrary to the public interest, and therefore is not required.

Part 609 is amended as follows:

1. The low or medium frequency range procedures prescribed in § 609.100(a) are amended to read in part:

LFR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Rio RBN.....	ELP-LFR (Final).....	Direct.....	*5200	T-dn.....	300-1	300-1	200-1½
El Paso VOR.....	ELP-LFR.....	Direct.....	5000	C-dn.....	400-1	500-1	500-1½
Clint Radio Beacon.....	ELP-LFR.....	Direct.....	5000	S-dn-26.....	400-1	400-1	400-1
Int ILS NE crs and W crs LFR.....	ELP-LFR.....	Direct.....	5000	A-dn.....	800-2	800-2	800-2

Radar terminal area maneuvering altitudes measured clockwise around radar antenna site: 335°-205°, 0-15 mi, 5000'; 15-20 mi, 7000'.

Radar control must provide 3 mi or 1000' vertical separation; or 3 to 5 mi and 500' vertical separation from stacks 4148' 4 mi S; hill 5067' 13 mi NE; hill 4651' 9.5 mi E, and hill 6717' 22 mi NE.

Procedure turn S side of crs, 078° Outbnd, 258° Inbnd, 6500' within 10 mi. Beyond 10 mi NA. (nonstandard due to terrain N).

Minimum altitude over facility on final approach crs, 5200'.

Crs and distance, facility to airport, 258-4.0.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.0 mi turn left to 125° climb to 5000' on S crs, within 20 mi or, when directed by ATC, turn left to 125°, climb to 6000' on S crs within 20 mi.

*Maintain 7000' until 5 mi W of Rio RBN. If Rio RBN not identified, maintain 8000' to El Paso LFR.

City, El Paso; State, Tex.; Airport Name, International; Elev., 3936'; Fac. Class, SBRAZ; Ident., ELP; Procedure No. 1, Amdt. 13; Eff. Date, 18 July 59; Sup. Amdt. No. 12; Dated, 1 Mar. 58

MKG-VOR.....	MKG-LFR.....	Direct.....	1800	T-dn.....	300-1	300-1	200-1½
Int V-55 and SE crs MKG LFR.....	Grand Int*.....	Direct.....	1800	C-dn.....	400-1	500-1	500-1½
Grand Int*.....	MKG LFR (Final).....	Direct.....	1400	S-dn-32.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

Procedure turn E side SE crs, 137° Outbnd, 317° Inbnd, 1900' within 10 miles.

Minimum altitude over facility on final approach crs, 1400'.

Crs and distance, facility to airport, 317-2.1.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.1 miles, climb to 2000' on NW crs MKG LFR within 10 miles.

*Int R-210 MKG VOR and SE crs MKG LFR.

City, Muskegon; State, Mich.; Airport Name, Muskegon County; Elev., 628'; Fac. Class, SBMRLZ; Ident., MKG; Procedure No. 1, Amdt. 8; Eff. Date, 18 July 59; Sup. Amdt. No. 7; Dated, 26 Nov. 55

2. The automatic direction finding procedures prescribed in § 609.100(b) are amended to read in part:

ADF STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
El Paso VOR.....	LOM.....	Direct.....	5000	T-dn.....	300-1	300-1	200-1½
El Paso LFR.....	LOM.....	Direct.....	5000	C-dn.....	400-1	500-1	500-1½
Antelope Int.....	LOM.....	Direct.....	7000	S-dn-22.....	400-1	400-1	400-1
Int W crs ELP LFR and NE Crs ILS.....	LOM.....	Direct.....	5000	A-dn.....	800-2	800-2	800-2
Rio RBN.....	LOM.....	Direct.....	7000				
Newman VOR.....	LOM.....	Direct.....	5000				

Radar terminal area maneuvering altitudes measured clockwise around radar site: 335° to 205°, 0-15 N mi, 5000'; 15-20 N mi, 7000'.

Radar control must provide 3 mi or 1000' vertical separation; or 3 to 5 mi and 500' vertical separation from stacks 4148' 4 mi S; hill 5067' 13 mi NE; hill 4651' 9.5 mi E, and hill 6717' 22 mi NE.

Procedure turn N side of NE crs, 038° Outbnd, 218° Inbnd, 5000' within 10 mi. Beyond 10 mi NA.

Minimum altitude over LOM inbnd final, 4500'.

Crs and distance, facility to airport, 218-3.7 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.7 miles after passing LOM, turn left to 125°, climb to 5000', intercept and proceed South on S crs LFR, or intercept and proceed South on R-151 ELP-VOR, within 20 mi or, when directed by ATC, turn left to 125°, climb to 6000', intercept and proceed South on S crs LFR, or intercept and proceed South on R-151 ELP-VOR within 20 mi.

City, El Paso; State, Tex.; Airport Name, International; Elev., 3936'; Fac. Class, LOM; Ident., EL; Procedure No. 1, Amdt. 13; Eff. Date, 18 July 59; Sup. Amdt. No. 12; Dated, 27 June 59

RULES AND REGULATIONS

ADF STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
LAX RBn.....	LOM.....	Direct.....	2000	T-dn.....	300-1	300-1	200-1/2
Downy FM/RBn.....	LOM (Final).....	Direct.....	*1700	C-dn.....	500-1	600-1	600-1 1/2
LGB LFR.....	Downy FM/RBn.....	Direct.....	3000	S-dn-25L/R.....	400-1	400-1	400-1
LGB VOR.....	Downy FM/RBn.....	Direct.....	3000	A-dn.....	800-2	800-2	800-2
LGB LFR.....	LOM.....	Direct.....	1700				
LGB VOR.....	LOM.....	Direct.....	1700				
Hollywood Hills FM.....	LOM.....	Direct.....	3000				
LAX VOR.....	LOM.....	Direct.....	2000				

Radar vectoring to final approach course authorized.
 Procedure turn S side E crs, 068° Outbnd, 248° Inbnd, 2000' within 7.8 mi of OM (E of Downy FM/RBn NA).
 Minimum altitude over facility on final approach crs, 1700'.
 Crs and distance, facility to airport, 248°—5.2 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.2 mi after passing LOM, climb to 2000' on outbnd crs of 248° from LOM within 20 mi.
 *Aircraft must descend from 3000' immediately after passing Downy FM/RBn inbnd.

City, Los Angeles; State, Calif.; Airport Name, International; Elev., 126'; Fac. Class, LOM; Ident., LA; Procedure No. 1, Amdt. 18; Eff. Date, 18 July 59; Sup. Amdt. No. 17 (ADF portion of Comb. ILS-ADF); Dated, 1 June 58

3. The very high frequency omnirange (VOR) procedures prescribed in § 609.100(c) are amended to read in part:

VOR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.
 If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
				T-d*.....	1000-2	1000-2	
				T-n.....	2000-3	2000-3	
				or BCOB	1000-3	or BCOB	
				C-d*.....	1000-2	1000-2	
				C-n*#.....	2000-3	2000-3	
				or BCOB	1000-3	or BCOB	
				A-d*.....	1000-3	1000-3	
				A-n*#.....	2000-3	2000-3	
				or BCOB	1000-3	or BCOB	

Procedure turn W side of crs, 005° Outbnd, 185° Inbnd, 2500' within 10 mi.
 Minimum altitude over facility on final approach crs, 2000'.
 Crs, facility to airport, 185°. Descend to 1000' within 5 mi, then proceed NE VFR to airport.
 If visual contact not established upon descent to authorized landing minimums or if unable to proceed VFR to airport upon descent to 1000', climb to 2500' on R-185 within 20 mi.
 *Any circling for landing or turn after takeoff must be made to the south of airport—circling north of airport NA because of high terrain.
 #Landing to the West at night NA.

City, Charlotte Amalie; State, St. Thomas, V.I.; Airport Name, Harry S. Truman; Elev., 11'; Fac. Class, BVOR; Ident., STT; Procedure No. 1, Amdt. Orig.; Eff. Date, 18 July 59

South Boston VOR.....	DAN VOR.....	Direct.....	1700	T-dn.....	300-1	300-1	200-1/2
Leaksville Int.....	DAN VOR.....	Direct.....	2100	C-dn.....	500-1	500-1	500-1 1/2
Reid Int.....	DAN VOR.....	Direct.....	1800	S-dn-2.....	500-1	500-1	500-1
				A-dn.....	800-2	800-2	800-2

Procedure turn East side of crs, 211° Outbnd, 031° Inbnd, 1700' within 10 mi.
 Minimum altitude over facility on final approach crs, 1100'.
 Crs and distance, facility to airport, 020°—0.9 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.9 miles, climb to 2200' on the Danville VOR R-031 within 10 miles of the VOR.

City, Danville; State, VA.; Airport Name, Danville; Elev., 582'; Fac. Class, VOR; Ident., DAN; Procedure No. 1, Amdt. Orig.; Eff. Date, 18 July 59

El Paso LFR.....	ELP-VOR.....	Direct.....	5000	T-dn.....	300-1	300-1	200-1/2
Rio RBn.....	ELP-VOR (Final)*.....	Direct.....	5200	C-dn.....	400-1	500-1	500-1 1/2
Newman VOR.....	ELP-VOR.....	Direct.....	6000	S-dn-26.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

Radar terminal area maneuvering altitudes measured clockwise around radar antenna site: 335°-205°, 0-15 mi, 5000'; 15-20 mi, 7000'.
 Radar control must provide 3 mi or 1000' vertical separation; or 3 to 5 mi and 500' vertical separation from stacks 4148' 4 mi S; hill 5067' 13 mi NE; hill 4651' 9.5 mi E, and hill 6717' 22 mi NE.
 Procedure turn S side of crs, 080° Outbnd, 260° Inbnd, 6500' within 10 mi. Beyond 10 mi NA. (Nonstandard due to terrain north.)
 Minimum altitude over facility on final approach crs, 5200'.
 Crs and distance, facility to airport, 259°—4.6.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.6 mi, turn left to 125° mag, climb to 5000', intercept and proceed on R-151 within 20 mi, or, when directed by ATC, turn left to 125° mag, climb to 6000', intercept and proceed on R-151 within 20 mi.
 *Maintain 7000' until 5 mi W of Rio RBn. If Rio RBn not received maintain 8000' until over ELP-VOR.

City, El Paso; State, Tex.; Airport Name, International; Elev., 3936'; Fac. Class, BVOR; Ident., ELP; Procedure No. 1, Amdt. 9; Eff. Date, 18 July 59; Sup. Amdt. No. 8; Dated, 1 Mar. 58

VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
EPT-VOR	LAF-VOR	Direct	2000	T-dn C-d# S-n# S-d#-13 S-n#-13 A-dn#	300-1 900-1 900-1½ 900-1 900-1½ 900-1½	300-1 900-1 900-1½ 900-1 900-1½ 900-1½	
				#Following minimums apply after passing R-018 EPT-VOR: R-018 EPT-VOR: C-d..... 600-1 600-1 C-n..... 600-1½ 600-1½ S-d-13..... 500-1 500-1 S-n-13..... 500-1½ 500-1½ A-dn..... 800-2 800-2			

Procedure turn West side of crs, 322° Outbd, 142° Inbd, 2000' within 10 mi.
 Minimum altitude over facility on final approach crs, 1500'.
 Crs and distance, facility to airport, 142°—10.4 mi.
 Minimum altitude after passing EPT-VOR R-018 on final approach crs, 1200'.
 Crs and distance after passing EPT-VOR R-018 to airport, 142°—3.4 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.0 mi of LAF-VOR or 3.4 miles of EPT R-018, climb to 2300' on R-142 within 20 miles.
AIR CARRIER NOTE: Use of sliding scale reduction in landing visibility, or reduction in takeoff minimums not authorized for night operations, or for day operations when visibility below 3/4 mi.
 #Dual omni receivers required for lower minimums.
 City, Lafayette; State, Ind.; Airport Name, Purdue University; Elev., 607'; Fac. Class, VOR; Ident., LAF; Procedure No. 1, Amdt. 3; Eff. Date, 18 July 59; Sup. Amdt. No. 2; Dated, 13 June 59

				T-d.....	1000-2	1000-2	NA
				T-n#.....	2000-2	2000-2	NA
				C-d.....	1500-2	1500-2	NA
				C-n.....	2000-2	2000-2	NA
				A-dn.....	2500-2	2500-2	NA

Procedure turn S side of final approach crs, 068° Outbd, 246° Inbd, 4500' within 10 miles. Beyond 10 miles NA.
 Minimum altitude over facility on final approach course 3300'.
 Course and distance, facility to airport—246° 4.7 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.7 miles, climb to 3000' on 246° radial. Make a climbing right turn within 10 miles and return to LEB VOR at 4500'.
 *Runway 25 authorized for takeoff only. Night takeoffs and landings on Runway 7 NA.
 City, Lebanon; State, N.H.; Airport Name, Lebanon Airport; Elev., 580'; Fac. Class, VOR; Ident., LEB; Procedure No. 1, Amdt. 1; Eff. Date, 18 July 59; Sup. Amdt. No. Orig.; Dated, 18 Apr. 59

Clarksburg FM	SAC-VOR (Final)	Direct	1000	T-dn	300-1	300-1	200-1½
Sacramento ILS LMM	SAC-VOR	Direct	1200	C-dn	500-1	600-1	600-1½
Isleton Int.	SAC-VOR	Direct	1200	S-dn*ry 2	400-1	500-1	500-1
Roseville Int.	SAC-VOR	Direct	1600	A-dn	800-2	800-2	800-2

Procedure turn S side crs, 197° Outbd, 017° Inbd, 1200' within 6 miles. (NA beyond Clarksburg FM.)
 Minimum altitude over facility on final approach crs, 1000'.
 Crs and distance, facility to airport, 016—4.4.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.4 miles, climb to 2500' on R-023 within 20 miles of SAC VOR or, when directed by ATC, climb straight ahead to 500' make climbing left turn to 2000' on crs of 290° to intercept the 329° radial of SAC VOR within 20 miles.
CAUTION: 203' MSL Tower between SAC VOR and LFR.
 *Descent below 500' MSL not authorized until past SAC LFR on Final.
 City, Sacramento; State, Calif.; Airport Name, Municipal; Elev., 21'; Fac. Class, BVOR; Ident., SAC; Procedure No. 1, Amdt. 5; Eff. Date, 18 July 59; Sup. Amdt. No. 4; Dated, 11 Apr. 59

4. The terminal very high frequency omnirange (TerVOR) procedures prescribed in § 609.200 are amended to read in part:

TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.
 If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
SJP RBN	SJU-VOR	Direct	1500	T-dn	300-1	300-1	200-1½
SJU HH	SJU-VOR	Direct	1500	C-dn	600-1	600-1	600-1½
				S-dn-25	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn North side of crs, 065° Outbd, 245° Inbd, 1000' within 9 mi.
 Facility on airport.
 Minimum altitude over facility on final approach crs, 400'.
 Crs and distance, breakoff point to Rnwy-25, 254°—1.22 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 miles of VOR turn right, climb to 1500' on R-358 within 20 mi.
NOTE: Procedure turn distance restricted to 9 mi of VOR due to warning area North of procedure turn area.
 City, San Juan; State, P.R.; Airport Name, International; Elev., 9'; Fac. Class, BVOR; Ident., SJU; Procedure No. TerVOR-25, Amdt. Orig.; Eff. Date, 18 July 59

RULES AND REGULATIONS

5. The instrument landing system procedures prescribed in § 609.400 are amended to read in part:

ILS STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From--	To--	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
El Paso VOR.....	LOM.....	Direct.....	5000	T-dn.....	300-1	300-1	200-1/2
El Paso LFR.....	LOM.....	Direct.....	5000	C-dn.....	400-1	500-1	500-1 1/2
Antelope Int.....	LOM.....	Direct.....	7000	S-dn-22*.....	200-1/2	200-1/2	200-1/2
Int W crs ELP LFR and NE crs ILS.....	LOM.....	Direct.....	5000	A-dn.....	600-2	600-2	600-2
Rio RBN.....	LOM.....	Direct.....	7000				
Newman VOR.....	LOM.....	Direct.....	5000				

Radar terminal area maneuvering altitudes measured clockwise around radar site: 335° to 205°, 0-15 N mi, 5000'; 15-20 N mi, 7000'.
 Radar control must provide 3 mi or 1000' vertical separation; or 3 to 5 mi and 500' vertical separation from stacks 4148' 4 mi S; hill 5067' 13 mi NE; hill 4651' 9.5 mi E, and hill 6717' 22 mi NE.
 Procedure turn N side of NE crs, 038° Outbnd, 218° Inbnd, 5000' within 10 mi. Beyond 10 mi NA.
 Minimum altitude at G.S. int inbnd, 5000'.
 Altitude of G.S. and distance to appr end of rwy at OM 5000-3.7, at MM 4120-0.3
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished turn left to 125°, climb to 5000', intercept and proceed South on S crs LFR or intercept and proceed South on R-151 ELP VOR within 20 mi or, when directed by ATC, turn left to 125°, climb to 6000', intercept and proceed South on S crs LFR, or intercept and proceed South on R-151 ELP VOR within 20 mi.
 *Straight-in minima 400-1/2 when glide slope not used. Glide slope touch down 2744' from runway end.

City, El Paso; State, Tex.; Airport Name, International; Elev., 3936'; Fac. Class, ILS; Ident., I-ELP; Procedure No. ILS-22, Amdt. 13; Eff. Date, 18 July 59; Sup. Amdt. No. 12; Dated, 27 June 59

LAX RBN.....	LOM.....	Direct.....	2000	T-dn#.....	300-1	300-1	200-1/2
Downy FM-RBN.....	LOM (Final).....	Direct.....	*1700	C-dn.....	500-1	600-1	600-1 1/2
LGB LFR.....	Downy FM-RBN.....	Direct.....	3000	S-dn-25L#.....	200-1/2	200-1/2	200-1/2
LGB VOR.....	Downy FM-RBN.....	Direct.....	3000	S-dn-25R**.....	400-1	400-1	400-1
LGB LFR.....	LOM.....	Direct.....	1700	A-dn.....	600-2	600-2	600-2
LGB VOR.....	LOM.....	Direct.....	1700				
Hollywood Hills FM.....	LOM.....	Direct.....	3000				
LAX VOR.....	LOM.....	Direct.....	2000				

Radar vectoring to final approach crs authorized.
 Procedure turn S side E crs, 068° Outbnd, 248° Inbnd, 2000' within 7.8 mi of OM (E of Downy FM-RBN NA).
 Minimum altitude at glide slope int inbnd, 1700'.
 Altitude of glide slope and distance to approach end of runway at OM 1700'-5.2; at MM-310-0.5.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished climb to 2000' on W crs LAX ILS within 20 mi.
 NOTE: Narrow localizer course 4 degrees.
 #Runway visual range 2600' also authorized for takeoff and landing on Rwny 25-L: Provided, That all components of the ILS, high intensity runway lights, approach lights, condenser discharge flashers, middle and outer compass locators and all related airborne equipment are in satisfactory operating condition. Descent below 326' MSL shall not be made unless visual contact with the approach lights has been established or the aircraft is clear of clouds.
 *Aircraft must descend from 3000' immediately after passing Downy FM-RBN inbnd.
 **Crs and distance, OM to Rwy 25R, 249°-5.2 mi.

City, Los Angeles; State, Calif.; Airport Name, International; Elev., 126'; Fac. Class, ILS; Ident., LAX; Procedure No. ILS-25L&R, Amdt. 18; Eff. Date, 18 July 59; Sup. Amdt. No. 17 (ILS portion of Comb. ILS-ADF); Dated, 1 June 58

Excelsior Int.....	LOM.....	Direct.....	2300	T-dn.....	300-1	300-1	200-1/2
FGT-VOR.....	LOM.....	Direct.....	2300	C-dn.....	500-1	500-1	500-1 1/2
St. Paul Int.....	LOM.....	Direct.....	2300	S-dn-4.....	200-1/2	200-1/2	200-1/2
MSP VOR.....	LOM.....	R-165.....	2500	A-dn.....	600-2	600-2	600-2
MSP LFR.....	LOM.....	Direct.....	2300				
Int I-MIM localizer and FGT VOR R-298.....	LOM (Final).....	039°-6.9.....	2200				
All sectors of radar site within 20 mi.....	LOM.....	As directed by ATC.....	2500				

Procedure turn South side of crs, 219° Outbnd, 039° Inbnd, 2300' within 10 mi.
 Minimum altitude at G.S. int inbnd, 2200'.
 Altitude of G.S. and distance to approach end of Runway at OM, 2188'-4.5 mi; at MIM, 1032'-0.6 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished climb to 2500' on NE crs ILS within 20 miles.

City, Minneapolis; State, Minn.; Airport Name, Minneapolis-St. Paul International; Elev., 840'; Fac. Class, ILS; Ident., I-MIM; Procedure No. ILS-4, Amdt. 1; Eff. Date, 18 July 59; Sup. Amdt. No. Orig.; Dated, 4 July 59

6. The radar procedures prescribed in § 609.500 are amended to read in part:

RADAR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet, MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.
 If a radar instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with radar to final authorized landing minimums, the instructions of the radar controller are mandatory except when (A) visual contact is established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach, except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when (A) communication on final approach is lost for more than 5 seconds during a precision approach, or for more than 30 seconds during a surveillance approach; (B) directed by radar controller; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
All directions.....	Radar Site (Excludes Restricted Area R-64).	Within 25 mi.....	2500	T-dn..... C-dn-1 and 6..... C-dn-11, 19,* 24, 29..... S-dn-1 and 6..... S-dn-11 and 19*..... S-dn-24..... S-dn-29.....	300-1 700-1 600-1 700-1 600-1 500-1 400-1	300-1 700-1 600-1 700-1 600-1 500-1 400-1	200-1½ 700-1½ 600-1½ 700-1½ 600-1½ 500-1 400-1

Radar control must provide 1000' clearance when within 3 miles or 500' clearance when within 3-5 mi of towers 1530' MSL 12 mi NNW; 1060' MSL 4 mi NNW and 1110' MSL 6 mi S of airport.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished:
 Runway 1: turn left as soon as practical, climbing to 2600' on R-309 of LOU-VOR within 20 miles.
 Runway 6: Right turn, climbing to 2100' and proceed to LOU VOR.
 Runway 11: Climb to 2100' direct to LOU VOR.
 Runway 19: Climb to 2100' direct to SDF RBn (LOM).
 Runways 24 and 29: Left turn, climbing to 2100' and proceed to SDF RBn (LOM).
 *On approaches to Runway 19, maintain at least 1400' MSL until within 3 mi of runway.

City, Louisville; State, Ky.; Airport Name, Standiford; Elev., 497'; Fac. Class, Louisville; Ident., Radar; Procedure No. 1, Amdt. Orig.; Eff. Date, 18 July 59

These procedures shall become effective on the dates indicated on the procedures.

(Secs. 313(a), 307(c); 72 Stat. 752, 749; 49 U.S.C. 1354(a), 1348(c))

Issued in Washington, D.C., on June 17, 1959.

JAMES T. PYLE,
 Acting Administrator.

[F.R. Doc. 59-5160; Filed, June 30, 1959; 11:14 a.m.]

[Reg. Docket 46; Amdt. 124]

PART 609—STANDARD INSTRUMENT APPROACH PROCEDURES

Miscellaneous Alterations

The new and revised standard instrument approach procedures appearing hereinafter are adopted to become effective and/or canceled when indicated in order to promote safety. The revised procedures supersede the existing procedures of the same classification now in effect for the airports specified therein. For the convenience of the users, the revised procedures specify the complete procedure and indicate the changes to the existing procedures. Compliance with the notice, procedures, and effective date provisions of section 4 of the Administrative Procedure Act would be impracticable and contrary to the public interest, and therefore is not required.

Part 609 is amended as follows:

1. The low or medium frequency range procedures prescribed in § 609.100(a) are amended to read in part:

LFR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.
 If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Delta Island Int..... LOM..... Turnagain Int.....	ANC LFR..... ANC LFR..... ANC LFR (Final).....	Direct..... Direct..... Direct.....	1500 1500 900	T-dn..... C-dn..... A-dn.....	300-1 600-1 800-2	300-1 600-1 800-2	200-1½ 600-1½ 800-2

Procedure turn W side SW crs, 183° Outbd, 003° Inbd, 1500' within 10 mi (non-standard).
 Minimum altitude over facility on final approach crs, 900'.
 Crs and distance, facility to airport, 006°-5.6.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.6 miles: climb to 1500' on NW crs (305°) Anchorage LFR to Susitna Intersection or, when directed by ATC, climb to 1500' proceeding direct to Anchorage LOM, thence on crs of 244° Outbd, 064° Inbd, within 20 mi.
 CAUTION: 384' hill 1.4 mi West of ANC LFR.
 AIR CARRIER NOTE: No weather reporting facility. Air Carrier use NA.

City, Anchorage; State, Alaska; Airport Name, Merrill Field; Elev., 139'; Fac. Class, SBRAZ; Ident, ANC; Procedure No. 1, Amdt. 11; Eff. Date, 25 July 59; Sup. Amdt. No. 10; Dated 21 Dec. 57

RULES AND REGULATIONS

LFR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
				T-dn-----	300-1	300-1	*200-1/2
				C-dn-----	500-1	600-1	600-1 1/2
				S-dn-17-----	400-1	400-1	400-1
				A-dn-----	800-2	800-2	800-2

*Take-off on runway 9-27 and 13-31 NA with less than 300-1.
 Radar Terminal Area Transition altitude 2000' within 20 mi of Radar site (Amon Carter Airport). Radar control must provide 1000' separation within 3 mi or 500' separation between 3-5 mi of radio towers 1743' MSL, 6 mi SE and 1679' MSL 7 mi SE.
 Procedure turn #E side North crs, 345° Outbnd, 165° Inbnd, 2000' within 10 mi. Beyond 10 mi NA.
 #Nonstandard due ATC requirements.
 Minimum altitude over facility on final approach crs, 1400'.
 Crs and distance, facility to airport, 178-2.1.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within .1 miles, climb to 2000' on S crs within 20 miles.
CAUTION: Building 956' MSL located 0.5 mile S of LFR on final approach crs. T.V. Tower 1743' MSL located 4.4 miles E of S crs.
AIR CARRIER NOTE: Reduction in landing minima NA on cargo and ferry flights.
MAJOR CHANGE: Deletes transition from Haslet Int.

City, Fort Worth; State, Tex.; Airport Name, Meacham Field; Elev., 692'; Fac. Class, SBRAZ; Ident., FTW; Procedure No. 1, Amdt. 10; Eff. Date, 25 July 59; Sup. Amdt. No. 9; Dated, 11 Oct. 58

2. The automatic direction finding procedures prescribed in § 609.100(b) are amended to read in part:

ADF STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.
 If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Alaska FM-----	LOM-----	Direct-----	2300	T-dn-----	300-1	300-1	*300-1
Wayland Int-----	LOM-----	Direct-----	2300	C-d-----	#500-1	500-1	500-1 1/2
GRR-LFR-----	LOM-----	Direct-----	2300	C-n-----	#500-1 1/2	500-1 1/2	500-1 1/2
				S-dn-36R-----	400-1	400-1	400-1
				S-dn-36L%-----	400-1	400-1	400-1
				A-dn-----	800-2	800-2	800-2

Procedure turn West side of crs, 176° Outbnd, 356° Inbnd, 2300' within 10 mi.
 Minimum altitude over facility on final approach crs, 1700'.
 Crs and distance, facility to airport, 356°-5.0 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.0 mi after passing LOM, climb to 2200' on crs of 356° from LOM within 20 mi or, when directed by ATC, (1) make right climbing turn to 2200' on SE crs GRR-LFR to Alaska FM, (2) make left climbing turn, proceed on NW crs GRR-LFR to 1900' within 10 mi.
CAUTION: 1180' tower 5.0 miles South, 1820' tower 10 mi NNE, and 905' stack 0.5 mi West of airport.
 *200-1/2 authorized on 18L and 36R only.
 #400' ceiling is authorized for circling if all turns prior to landing are made east and north of airport.
 %Crs and distance, OM to Rnwy 36L, 354°-5.6 mi.

City, Grand Rapids; State, Mich.; Airport Name, Kent County; Elev., 692'; Fac. Class, LOM; Ident., GR; Procedure No. 1, Amdt. 4; Eff. Date, 25 July 59; Sup. Amdt. No. 3 (ADF portion of Comb. ILS-ADF); Dated, 20 Mar. 57

3. The very high frequency omnirange (VOR) procedures prescribed in § 609.100(c) are amended to read in part:

VOR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.
 If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
MEA all directions-----				T-d*-----	1000-2	1000-2	
				T-n-----	2000-3	2000-3	
					or BCOB	or BCOB	
				C-d*-----	1000-3	1000-3	
				C-n*#-----	1000-2	1000-2	
					2000-3	2000-3	
					or BCOB	or BCOB	
				A-d*-----	1000-3	1000-3	
				A-n*#-----	1000-3	1000-3	
					or BCOB	or BCOB	
					1000-3	1000-3	

Procedure turn W side of crs, 005° Outbnd, 185° Inbnd, 2500' within 10 mi.
 Minimum altitude over facility on final approach crs, 2000'.
 Crs, facility to airport, 185°. Descend to 1000' within 5 mi, then proceed NE VFR to airport.
 If visual contact not established upon descent to authorized landing minimums or if unable to proceed VFR to airport upon descent to 1000', climb to 2500' on R-185 within 20 mi.
 *Any circling for landing or turn after takeoff must be made to the south of airport—circling north of airport NA because of high terrain.
 #Landing to the West at night NA.

City, Charlotte Amalie, St. Thomas, V.I.; Airport Name, Harry S. Truman; Elev., 11; Fac. Class, BVOR; Ident., STT; Procedure No. 1, Amdt. 1; Eff. Date, 18 July 59; Sup. Amdt. No. Orig.; Dated, 18 July 59

VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
MEA All Directions.....				T-dn.....	300-1	300-1	200-1 1/2
				C-dn.....	700-1	700-1	700-1 1/2
				S-dn-27.....	700-1	700-1	700-1 1/2
				A-dn.....	800-2	800-2	800-2

Procedure turn North side of crs, 078° Outbnd, 258° Inbnd, 1900' within 10 mi.
 Minimum altitude over facility on final approach crs, 1400'.
 Crs and distance, facility to airport, 258°—5.7 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.7 miles, climb to 2000' on R-258 within 20 miles.
 City, Christiansted; State, St. Croix, V.I.; Airport Name, Alexander Hamilton; Elev., 57'; Fac. Class, BVOR; Ident., STX; Procedure No. 1, Amdt., Orig.; Eff. Date, 25 July 59

From—	To—	Course and distance	Minimum altitude (feet)	Condition	65 knots or less	More than 65 knots	More than 2-engine, more than 65 knots
MKG LFR.....	MKG VOR.....	Direct.....	2000	T-dn.....	300-1	300-1	200-1 1/2
				C-d.....	700-1	700-1	700-1 1/2
				C-n.....	700-2	700-2	700-2
				S-d-27.....	700-1	700-1	700-1
				S-n-27.....	700-2	700-2	700-2
				A-dn.....	800-2	800-2	800-2
Following minimums apply after receiving 047°/227° brng. MKG LFR							
				*C-dn.....	400-1	500-1	500-1 1/2
				*S-dn-27.....	400-1	400-1	400-1

Procedure turn North side of crs, 092° Outbnd, 272° Inbnd, 2000' within 10 miles.
 Minimum altitude over facility on final approach crs, 1500'; over Int R-271 MKG VOR and 047° brg. of MKG LFR, 1300'.
 Crs and distance, facility to airport, 271°—8.3 mi; Int R-271 MKG VOR and 047° brg. MKG LFR to airport, 271°—3.4 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 8.3 miles after passing MKG VOR, climb to 2000' on R-271 of MKG VOR.
 *ADF receiver required for lower minimums.

City, Muskegon; State, Mich.; Airport Name, Muskegon County; Elev., 628'; Fac. Class, BVOR; Ident., MKG; Procedure No. 1, Amdt. Orig.; Eff. Date, 25 July 59

4. The terminal very high frequency omnirange (TerVOR) procedures prescribed in § 609.200 are amended to read in part:

TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.
 If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Decoto Int.....	Fremont FM HW.....	Direct.....	4000	T-dn.....	300-1	300-1	200-1 1/2
SFO Gap RBN.....	Fremont FM HW.....	Direct.....	4000	C-dn.....	500-1	600-1	600-1 1/2
Bay Point FM.....	Fremont FM HW.....	Direct.....	6000	A-dn.....	300-2	800-2	800-2
Richmond Int.....	Fremont FM HW.....	Direct.....	4000				
OAK LFR.....	Fremont FM HW.....	Direct.....	4000				
Fremont FM HW.....	Mt. Eden Int (Final).....	300°—6.0.....	1900				
*Mt. Eden Int.....	OAK TVOR.....	300°—7.0.....	500				
OAK TVOR.....	Fremont FM HW.....	Direct.....	4000				

Standard procedure turn NA. All maneuvering and descent shall be accomplished in the **Fremont FM-HW LFR holding pattern. Minimum altitude 4000'. Descent to 3500' authorized to cross Fremont FM-HW on final approach crs Inbnd.
 Minimum altitude over facility on final approach crs, 500'. Descent to airport minimums authorized after passing Mt. Eden Int.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile, climb to 2000' in a one-minute right turn holding pattern on R-300 (120° inbnd, 300° outbnd).

All turns West side of crs.
 NOTES: Missed or discontinued approach must not cross OAK TVOR above 1500' ADF and VOR, or dual VOR equipment required for this procedure.
 #300-1 required for takeoff on Rwny 33.
 *Int of OAK TVOR R-120 and 047° brng to Hayward RBN, or Int of OAK TVOR R-120 and SFO TVOR R-066.
 **Fremont FM HW or Int of OAK TVOR R-120 and SFO TVOR R-083.
 %600' required for aircraft with stall speed more than 65 knots.

City, Oakland; State, Calif.; Airport Name, Met. Oakland Int'l; Elev., 5'; Fac. Class, BVOR; Ident., OAK; Procedure No. TerVOR (R-120), Amdt. 1; Eff. Date, 25 July 59; Sup. Amdt. No. Orig.; Dated, 13 June 59

5. The instrument landing system procedures prescribed in § 609.400 are amended to read in part:

ILS STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Ft. Worth LFR	OM	Direct	2000	T-dn C-dn S-dn-17# A-dn	300-1 #500-1 300-3/4 600-2	300-1 600-1 300-3/4 600-2	200-1/2 600-1 1/2 300-3/4 600-2

#600-3/4 required when G.S. not utilized.
 Radar Terminal Area Transition Altitude 2000' within 20 miles of *Radar site. Radar control must provide 3 mi. or 1000' vertical separation; or 3 to 5 mi. and 500' vertical separation from radio towers 1743' msl 6 mi. SE; 1679' 7 mi. SE.
 *Radar site 15 mi East of Meacham Airport.
 Procedure turn **East side N crs, 354° Outbnd, 174° Inbnd, 2000' within 10 mi. Beyond 10 mi NA.
 **Nonstandard due ATC requirements.
 Minimum altitude at G.S. int inbnd, 2000.
 Altitude of G.S. and distance to appr end of rny at OM 2000—3.5, at MM 950—0.6.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 2000' on S crs ILS within 20 miles.
 NOTE: Take-off on runways 9-27 and 13-31 NA with less than 300-1.
 AIR CARRIER NOTE: Reduction in landing minima NA on cargo or ferry flights.
 CAUTION: 956' bldg 2.1 mi. S of OM. 1743' tower 4.8 mi. E of ILS S crs.
 MAJOR CHANGE: Deletes transition from Haslet RBN.

City, Ft. Worth; State, Tex.; Airport Name, Meacham; Elev., 692'; Fac. Class, ILS; Ident., I-FTW; Procedure No. ILS-17, Amdt. 12; Eff. Date, 25 July 59; Sup. Amdt. No. 11; Dated, 11 Oct. 58

Alaska FM	LOM	Direct	2300	T-dn	300-1	300-1	#300-1
*Short Int.	LOM	Direct	2300	C-d	@500-1	500-1	500-1 1/2
Wayland Int.	LOM	Direct	2300	C-n	@500-1 1/2	500-1 1/2	500-1 1/2
GRR-LFR	LOM	Direct	2300	S-dn-36R	300-3/4	300-3/4	300-3/4
**City Int.	LOM	Direct	2300	S-dn-36L	400-1	400-1	400-1
				A-dn	600-2	600-2	600-2

Procedure turn West side of crs, 176° Outbnd, 356° Inbnd, 2300' within 10 mi. (Nonstandard due to ATC separation requirement.)
 Minimum altitude at G.S. int inbnd, 2300'.
 Altitude of G.S. and distance to approach end of Rwy at LOM, 2309'—5.0 mi; at LMM, 933'—0.6 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished climb to 2200' on North crs GRR ILS within 20 miles or, when directed by ATC, (1) make right climbing turn to 2200' on SE crs GRR LFR to Alaska FM, (2) make left climbing turn, proceed on NW crs GRR LFR to 1900' within 10 mi.
 AIR CARRIER NOTE: No approach lights.
 CAUTION: 1180' tower 5.0 mi South; 1820' tower 10 mi NNE; 905' stack 0.5 mi West.
 *Int SW crs GRR-LFR and S crs ILS.
 **Int NW crs GRR-LFR and N crs ILS.
 #200-1/2 authorized on 18L and 36R only.
 @400' ceiling is authorized for circling if all turns prior to landing are made East and North of airport.
 %Crs and distance, OM to Rwy 36L, 354°—5.6 mi.

City, Grand Rapids; State, Mich.; Airport Name, Kent County; Elev., 692'; Fac. Class, ILS; Ident., I-GRR; Procedure No. ILS-36R-L, Amdt. 4; Eff. Date, 25 July 59; Sup. Amdt. No. 3 (ILS portion of Comb. ILS-ADF); Dated, 20 Mar. 57

Knoxville LFR	LOM	Direct	2200	T-dn	300-1	300-1	200-1/2
Tallahassee FM	LOM	Direct	3700	C-d	500-1	500-1	500-1 1/2
SW crs TYS LFR and 290 brng from LOM	LOM	Direct	2300	C-n	500-1 1/2	500-1 1/2	500-1 1/2
Tallahassee Int.	LOM	Direct	3700	S-dn-4L*	200-1/2	200-1/2	200-1/2
Knoxville BVOR	LOM	Direct	2400	A-dn	600-2	600-2	600-2
Rosar Int.	LOM	Direct	3700				
Loudon Int.	LOM	Direct	2300				

Radar Terminal Area transition altitudes: 0-360° within 5 miles, 2500'; 091°-179° within 10 miles, 4000'; 180°-090° within 10 miles, 2500'; 158°-205° within 17 miles, 5000'; 355°-070° within 17 miles, 3000'; 205°-270° within 24 miles, 2500'; 355°-070° within 25 miles, 3100'.
 All bearings and distances are from the Radar Antenna Site with sector azimuths progressing clockwise.
 Procedure turn W side SW crs, 225° Outbnd, 045° Inbnd, 2700' within 10 miles.
 Minimum altitude at Glide Slope interception inbnd, 2700'.
 Altitude of G.S. and distance to approach end of rny at OM 2650—5.4, at MM 1160—0.6.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished turn left, climb to 3000' on N crs TYS-LFR within 20 mi or, when directed by ATC, (1) turn left, climb to 3000' on TYS VOR R-347 within 20 mi or (2) Climb to 4000' on TYS VOR R-069 within 20 mi.
 *400-3/4 required when glide slope not utilized.

City, Knoxville; State, Tenn.; Airport Name, McGhee-Tyson; Elev., 989'; Fac. Class, ILS; Ident., ITYS; Procedure No. ILS-4L, Amdt. 18; Eff. Date, 11 July 59; Sup. Amdt. No. 17; Dated, 11 July 59

These procedures shall become effective on the dates indicated on the procedures.

(Secs. 313(a), 307(c); 72 Stat. 752, 749; 49 U.S.C. 1354(a), 1348(c))

Issued in Washington, D.C., on June 26, 1959.

ALAN L. DEAN,
 Acting Administrator.

Title 33—NAVIGATION AND NAVIGABLE WATERS

Chapter II—Corps of Engineers, Department of the Army

PART 203—BRIDGE REGULATIONS

Tensaw River, Alabama

Pursuant to the provisions of section 5 of the River and Harbor Act of August 18, 1894 (28 Stat. 362; 33 U.S.C. 499), § 203.245 governing the operation of drawbridges across navigable waters discharging into the Atlantic Ocean south of and including Chesapeake Bay and into the Gulf of Mexico, except the Mississippi River and its tributaries and outlets, where constant attendance of draw tenders is not required, is hereby amended with respect to paragraph (i) (18-b) governing the operation of the State of Alabama Highway Department bridge over Tensaw River, Mobile, Alabama, effective upon publication in the FEDERAL REGISTER, as follows:

§ 203.245 Navigable waters discharging into the Atlantic Ocean south of and including Chesapeake Bay and into the Gulf of Mexico, except the Mississippi River and its tributaries and outlets; bridges where constant attendance of draw tenders is not required.

(i) *Waterways discharging into Gulf of Mexico east of Mississippi River.* * * * (18-b) Tensaw River, Alabama. State of Alabama Highway Department bridge over the Tensaw River on U.S. Highway No. 90 near Mobile, Alabama. The draw need not be opened for the passage of vessels, and paragraphs (b) and (e), inclusive, of this section shall not apply to this bridge.

[Regs., June 19, 1959, 285/91 (Tensaw River, Alabama)—ENGWO] (Sec. 5, 28 Stat. 362; 33 U.S.C. 499)

R. V. LEE,
Major General, U.S. Army,
The Adjutant General.

[F.R. Doc. 59-5444; Filed, June 30, 1959; 8:45 a.m.]

mediately upon such republication. The amendments to Part 401 are not intended to be made applicable to patients admitted to the Hospital prior to the effective date of the amendments.

1. Part 400 would be amended by adding a new § 400.3 which would read as follows:

§ 400.3 Fees for transcripts.

(a) The following fees will be charged for transcripts of medical records furnished pursuant to § 400.2(b) of this part:

- (1) Transcripts, standard one page— \$3.00
- (2) Narrative Summaries— 5.00

(b) The Superintendent may waive any part or all of the fees for transcripts of medical records if he determines that they have been requested for the purpose of further medical treatment.

(R.S. 2038, as amended, 65 Stat. 290, 5 U.S.C. 140)

2. Sections 401.7 (a) and (c) and 401.11(c) of Part 401 would be amended to read as follows:

§ 401.7 Inpatient rates, full-pay and part-pay patients.

Full-pay and part-pay patients shall pay the following rates:

(a) Ward rates per day: The inpatient rates shown below cover hospital services only and are all inclusive except for those items specified under paragraph (c) of this section. They do not include any fees charged by the patient's private physician. The amount to be charged the patient is determined by applying family income shown under § 401.6 to the appropriate legend ("A"—"I") shown in the following schedule of ward rates:

Legend	Age group				
	General hospital		Tuberculosis hospital		
	8 years and over	2-7 years, inclusive	0-2 years, inclusive	8 years and over	2-7 years, inclusive
"A"-----	0	0	0	0	0
"B"-----	\$4.00	\$1.00	0	\$1.00	0
"C"-----	6.00	2.00	0	2.00	0
"D"-----	8.00	4.00	\$1.50	3.00	\$1.00
"E"-----	10.00	6.00	1.50	4.00	2.00
"F"-----	12.00	8.00	2.00	5.00	3.00
"G"-----	14.00	10.00	3.00	6.00	4.00
"H"-----	16.00	12.00	4.00	7.00	5.00
"I"-----	18.00	14.00	5.00	10.00	7.00

(c) There shall be the following extra charges for all full-pay patients excluding tuberculosis patients hospitalized in the tuberculosis hospital:

- (1) New and special drugs not regularly listed in hospital formulary at rates which the Superintendent determines are reasonable but not less than the purchase price paid by the hospital.
- (2) Ambulance service, trip within city limits, day or night rates, \$5.00 per trip.
- (3) Blood or blood derivatives at purchase price paid by the hospital.
- (4) Delivery room: \$15.00.
- (5) Operating room: \$25.00.
- (6) Recovery room: \$5.00.

PROPOSED RULE MAKING

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Food and Drug Administration

[21 CFR Part 120]

TOLERANCES AND EXEMPTIONS FROM TOLERANCES FOR PESTICIDE CHEMICALS IN OR ON RAW AGRICULTURAL COMMODITIES

Notice of Withdrawal of Petition for Establishment of Tolerances for Residues of Amitrol

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 408(d) (1), 68 Stat. 512, as amended 52 Stat. 1784; 21 U.S.C. 346a(d) (1)) the following notice is issued:

In accordance with § 120.8 *Withdrawal of petitions without prejudice*, of the general regulations for setting tolerances and granting exemptions from tolerances for pesticide chemicals in or on raw agricultural commodities (21 CFR, 1958 Supp., 120.8), Amchem Products, Inc., Ambler, Pennsylvania, and American Cyanamid Company, 30 Rockefeller Plaza, New York 20, New York, have withdrawn their petition for establishment of tolerances for residues of amitrol, the proposed common name for 3-amino-1,2,4-triazole, in or on the raw agricultural commodities apples, cranberries, and pears, notice of which was published in the FEDERAL REGISTER of March 21, 1959 (24 F.R. 2256).

This petition is withdrawn without prejudice.

Dated: June 24, 1959.

[SEAL] JOHN L. HARVEY,
Deputy Commissioner
of Food and Drugs.

[F.R. Doc. 59-5470; Filed, June 30, 1959; 8:48 a.m.]

Freedmen's Hospital

[42 CFR Parts 400, 401]

CHARGES FOR TRANSCRIPTS OF MEDICAL RECORDS, INPATIENT TREATMENT AND SPECIAL SERVICES

Notice of Proposed Rule Making

Notice is hereby given that the Surgeon General of the Public Health Service, with the approval of the Secretary of Health, Education, and Welfare, proposes to amend Part 400 to establish charges for transcripts of medical records of Freedmen's Hospital, to amend the regulations of Part 401 governing the rates charged for inpatient treatment and special services at Freedmen's Hospital as indicated below. Interested persons may submit written data, views or arguments in regard to the proposed regulations to the Surgeon General, Public Health Service, Washington 25, D.C. All relevant material received not later than 30 days after the publication of this notice will be considered. It is anticipated that upon the expiration of this period these amendments, subject to such revision as may seem appropriate in the light of comments, will be republished and will become effective im-

- (7) Sterile tray: \$5.00.
 - (8) X-ray services: Charges shall be in accordance with rates listed in § 401.11.
 - (9) Laboratory services: Charges shall be in accordance with rates listed in § 401.11.
 - (10) Special services: Charges shall be in accordance with rates listed in § 401.11.
- § 401.11 Rates for X-ray, laboratory, and other special services.

(c) *Special services.*

Basal metabolism.....	\$5.00
Bronchoscopic examination.....	5.00
Cystoscopic examination.....	5.00
Electro-cardiography.....	5.00
Use of plaster room.....	10.00
Pneumothorax.....	1.00
Electroencephalogram.....	25.00

(R.S. 2038, as amended, 37 Stat. 172, as amended, 59 Stat. 366, as amended; 32 D.C. Code 317, 318, 318a)

Dated: June 18, 1959.

[SEAL] **L. E. BURNEY,**
Surgeon General.

Approved: June 25, 1959.

ARTHUR S. FLEMMING,
Secretary.

[F.R. Doc. 59-5472; Filed, June 30, 1959; 8:49 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[Docket No. 12933; FCC 59-629]

[47 CFR Parts 7, 8]

FREQUENCY ASSIGNMENT IN VICINITY OF DELCAMBRE, LA.

Notice of Proposed Rule Making

In the matter of amendment of Parts 7 and 8 of the Commission's rules to make the frequency pair 2506 kc (coast)-2458 kc (ship) available for assignment in the vicinity of Delcambre, Louisiana; Docket No. 12933.

1. Notice is hereby given of proposed rule making in the above-entitled matter. The amendments proposed to be adopted are set forth below.

2. This proposal is being issued in response to a petition to amend the Commission's rules, filed May 19, 1958, by the Delcambre Telephone Company, Inc., Delcambre, Louisiana. Petitioner requests that the rules be amended to make available for assignment the frequency pair 2506 kc (coast)-2406 kc (ship), or any other suitable frequencies in the 2-3 Mc band, for public ship-shore communication in the vicinity of Delcambre, Louisiana, on a "day only" basis. The petitioner also has on file a related application for construction permit for a public class II-B coast station to be located at Delcambre, Louisiana.

3. The frequency pair 2506 kc (coast)-2406 kc (ship) is available for assignment under the Commission's rules in the vicinity of Boston, Massachusetts, on a 24-hour basis to public coast stations and to ship stations for communications

with such coast stations. Petitioner's specific proposal would make this frequency pair available in the vicinity of Delcambre, Louisiana, during daylight hours only so that harmful nighttime interference would not be caused to the use of this frequency pair at Boston. However, the ship frequency 2406 kc specified is unsatisfactory for use in the Gulf area because harmful interference would be caused to ship stations operating on 2404 kc in the Gulf of Mexico. Therefore, a substitute ship frequency 2458 kc, is now proposed for this project for "day only" use. It appears that the use of this frequency by ships in this area will not cause harmful interference to other services. In summary, the proposal herein would make available for assignment the frequency pair 2506 kc (coast)-2458 kc (ship) for "day only" use for service via shore facilities in the vicinity of Delcambre, Louisiana.

4. It is believed that the proposed rule amendment would provide for more effective utilization of maritime frequencies in the public interest in that it would make a "day only" frequency pair available for direct service during daylight hours to an area which apparently is not now adequately served under the present frequency assignment plan.

5. This proposal is issued under the authority contained in section 303 (c), (d), (f), and (r) of the Communications Act of 1934, as amended.

6. Any interested person who is of the opinion that the proposed amendments

should not be adopted or should not be adopted in the form set forth herein, may file with the Commission on or before August 3, 1959, written data, views, or briefs setting forth his comments. Comments in support of the proposed amendments may also be filed on or before the same date. Comments in reply to the original comments may be filed within ten days from the last day for filing said original data, views, or briefs. The Commission will consider all such comments prior to taking final action in this matter.

7. In accordance with the provisions of § 1.54 of the Commission's rules, an original and fourteen copies of all statements, briefs, or comments filed shall be furnished the Commission.

Adopted: June 24, 1959.
Released: June 26, 1959.

FEDERAL COMMUNICATIONS COMMISSION,
[SEAL] **MARY JANE MORRIS,**
Secretary.

A. Part 7 is amended as follows:
1. The Table in § 7.306(b) is amended by the addition of the following new location, frequencies, and specific limitation of use after the entry for New Orleans, Louisiana:

§ 7.306 Availability of frequencies below 30 Mc.

(b) * * *

Coast stations located in the vicinity of—	Coast station transmitting carrier frequency ¹		Associated coast station receiving carrier frequency	
	Frequency (kc)	Specific limitations imposed upon availability for use ²	Frequency (kc)	Specific conditions relating to use of these frequencies by ship stations for transmission as shown in § 8.354(a)(1) of this chapter ²
Delcambre, La.....	2506	Day only; on condition that no harmful interference will be caused to any service or any station which in the discretion of the Commission may have priority on the frequency or frequencies used for the service to which interference is caused.	2458	Day only; on condition that no harmful interference will be caused to any service or any station which in the discretion of the Commission may have priority on the frequency or frequencies used for the service to which interference is caused.

B. Part 8 is amended as follows:
1. The Table in § 8.354(a)(1) is amended by the addition of the following new location, frequencies, and specific limitation of use after the entry for New Orleans, Louisiana:

§ 8.354 Frequencies below 5000 kc for public correspondence.

(a) * * *
(1) * * *

For communication with coast stations located in the vicinity of—	Mobile station transmitting carrier frequency ¹		Associated coast station carrier frequency	
	Frequency (kc)	Specific limitations imposed upon availability for use ²	Frequency (kc)	Specific conditions relating to use of these frequencies by coast stations for transmission as shown in § 7.306(b) of this chapter ²
Delcambre, La.....	2458	Day only; on condition that no harmful interference will be caused to any service or any station which in the discretion of the Commission may have priority on the frequency or frequencies used for the service to which interference is caused.	2506	Day only; on condition that no harmful interference will be caused to any service or any station which in the discretion of the Commission may have priority on the frequency or frequencies used for the service to which interference is caused.

§ 8.351 [Amendment]

2. The list of frequencies in § 8.351(a) is amended by adding thereto the frequency "2458" in proper numerical sequence.

[F.R. Doc. 59-5476; Filed, June 30, 1959; 8:50 a.m.]

NOTICES

ATOMIC ENERGY COMMISSION

[Docket No. 50-131]

VETERANS ADMINISTRATION HOSPITAL

Notice of Issuance of Construction Permit

Please take notice that no request for a formal hearing having been filed following the filing of notice of the proposed action with the Federal Register Division on June 8, 1959, the Atomic Energy Commission has issued Construction Permit No. CPRR-36 authorizing The Veterans Administration Hospital to construct a TRIGA-type heterogeneous, water cooled, zirconium hydride and water moderated nuclear reactor designed to operate at a thermal power of 10 kilowatts on its site in Omaha, Nebraska. Notice of the proposed action was published in the FEDERAL REGISTER on June 9, 1959, 24 F.R. 4671.

Dated at Germantown, Md., this 24th day of June 1959.

For the Atomic Energy Commission.

R. L. KIRK,
Deputy Director, Division
of Licensing and Regulation.

[F.R. Doc. 59-5438; Filed, June 30, 1959; 8:45 a.m.]

DEPARTMENT OF THE INTERIOR

Bureau of Land Management

[Classification 563]

CALIFORNIA

Small Tract Classification; Amendment

JUNE 23, 1959.

Effective June 23, 1959, paragraph 1 of Federal Register Document 57-4460, appearing on page 3895 of the issue for June 4, 1957, is hereby amended to include the following described land:

SAN BERNARDINO MERIDIAN

T. 3 N., R. 3 E.,
Sec. 1, all.

containing 633.6 acres, subdivided into 244 small tracts, of which 45 are covered by applications from persons entitled to preference under 43 CFR 257.5(a).

ROLLA E. CHANDLER,
Officer in Charge, Southern
Field Group, Los Angeles,
California.

[F.R. Doc. 59-5448; Filed, June 30, 1959; 8:46 a.m.]

ALASKA

Notice of Filing of Plat of Survey and Order Providing for Opening of Public Lands

JUNE 22, 1959.

1. Plat of Survey of the lands described below will be officially filed in the Juneau Land Office, Juneau, Alaska effective at 10:00 a.m. July 28, 1959:

COPPER RIVER MERIDIAN

Township 28 South, Range 54 East, Sec. 23; Lots 8 to 19 incl.

The area described contains 40.00 acres of public lands.

2. These lands lie Northwest of Haines, Alaska and are adjacent to the Haines Highway. The terrain is slightly sloping to very steep with very shallow forest soil. Its major cover is spruce and cottonwood with a dense understory of alder, devils club and rose bushes.

3. Subject to any existing valid rights and the requirements of applicable law, the lands described in paragraph 1 hereof, are hereby opened to filing of applications selections, and locations in accordance with the following:

a. Applications and selections under the nonmineral public land laws may be presented to the Manager mentioned below, beginning on the date of this order. Such applications, selections, and offers will be considered as filed on the hour and respective dates shown for the various classes enumerated in the following paragraphs:

(1) Applications by persons having prior existing valid settlement rights, preference rights conferred by existing laws, or equitable claims subject to allowance and confirmation will be adjudicated on the facts presented in support of each claim or right. All applications presented by persons other than those referred to in this paragraph will be subject to the applications and claims mentioned in this paragraph.

(2) All valid applications under the Homestead, Alaska Home Site, and Small Tract Laws by qualified veterans of World War II or of the Korean Conflict, and by others entitled to preference rights under the act of September 27, 1944 (58 Stat. 747; 43 U.S.C. 279-284 as amended), presented prior to 10:00 a.m. on July 28, 1959, will be considered as simultaneously filed at that hour. Rights under such preference right applications filed after that hour and before 10:00 a.m. on October 27, 1959, will be governed by the time of filing.

(3) All valid applications and selections under the nonmineral public land laws, other than those coming under paragraphs (1) and (2) above, presented prior to 10:00 a.m. on October 27, 1959, will be considered as simultaneously filed at that hour. Rights under such applications and selections filed after that hour will be governed by the time of filing.

(4) Persons claiming veterans' preference rights under Paragraph a(2) above must enclose with their applications proper evidence of military or naval service, preferably a complete photostatic copy of the certificate of honorable discharge. Persons claiming

preference rights based upon valid settlement, statutory preference, or equitable claims must enclose properly corroborated statements in support of their applications, setting forth all facts relevant to their claims. Detailed rules and regulations governing applications which may be filed pursuant to this notice can be found in Title 43 of the Code of Federal Regulations.

4. Applications for these lands, which shall be filed in the Land Office at Juneau, Alaska, shall be acted upon in accordance with the regulations contained in § 295.8 of Title 43 of the Code of Federal Regulations to the extent such regulations are applicable. Applications under the Homestead and Homestead Laws shall be governed by the regulations contained in Parts 64, 65 and 166 of Title 43 of the Code of Federal Regulations and applications under the Small Tract Act of June 1, 1938, shall be governed by the regulations contained in Part 257 of that title.

5. Inquiries concerning these lands shall be addressed to the Manager, Juneau Land Office, P.O. Box 2511, Juneau, Alaska.

WARNER T. MAY,
Manager.

[F.R. Doc. 59-5449; Filed, June 30, 1959; 8:46 a.m.]

DEPARTMENT OF COMMERCE

Federal Maritime Board

MEMBER LINES OF FAR EAST CONFERENCE AND ELLERMAN & BUCKNALL ASSOCIATED LINES JOINT SERVICE

Notice of Agreement Filed for Approval

Notice is hereby given that the following described agreement has been filed with the Board for approval pursuant to section 15 of the Shipping Act, 1916 (39 Stat. 733, 46 U.S.C. 814):

Agreement No. 17-24-C, between the member lines of the Far East Conference and the carriers comprising the Ellerman & Bucknall Associated lines joint service, provides for the cancellation of Agreement No. 17-24 covering the participation of said joint service carriers in the Far East Conference Agreement No. 17, as amended.

Interested parties may inspect this agreement and obtain copies thereof at the Regulation Office, Federal Maritime Board, Washington, D.C., and may submit, within 20 days after publication of this notice in the FEDERAL REGISTER, written statements with reference to the agreement and their position as to approval, disapproval, or modification, together with request for hearing should such hearing be desired.

Dated: June 26, 1959.

By order of the Federal Maritime Board.

[SEAL] JAMES L. PIMPER,
Secretary.

[F.R. Doc. 59-5468; Filed, June 30, 1959; 8:48 a.m.]

National Bureau of Standards REFINEMENT OF VALUES FOR THE YARD AND THE POUND

Background. The National Bureau of Standards, founded in 1901, is authorized by statute (U.S. Code, Title 15, Ch. 7, sec. 272) to undertake "The custody, maintenance, and development of the national standards of measurement and the provision of means and methods for making measurements consistent with these standards. * * *". Under this authority the National Bureau of Standards has sought to refine and extend the standards to meet the continuing requirements of science and industry for increased accuracy and uniformity of measurement.

Since 1893 the National Bureau of Standards and its predecessor agency, the Office of Standard Weights and Measures of the Treasury Department, have derived the yard and the pound and the multiples and submultiples of these units from metric standards, namely, the international meter and the international kilogram. The original announcement of this derivation, together with the numerical ratios upon which the derivations were based, is given in Bulletin 26, "Fundamental Standards of Length and Mass", of the U.S. Coast and Geodetic Survey, approved for publication April 5, 1893, by the Secretary of the Treasury. An amendment to the 1893 Bulletin was made in 1894 in which there was a small adjustment in the pound-kilogram ratio to bring it into closer agreement with the British Imperial pound.

In the latter half of the period since 1893 minor but troublesome discrepancies have developed among various groups, both in this country and abroad, that are concerned with very accurate measurements involving yard and pound units or their customary multiples and submultiples. As a result of study and negotiation, it has developed that most of the discrepancies can be resolved and a high degree of measurement uniformity obtained by small refinements of the ratios defined in the 1893-94 bulletins relating the yard and pound to the meter and kilogram. Accordingly, the following announcement is made:

Announcement. Effective July 1, 1959, all calibrations in the U.S. customary system of weights and measures carried out by the National Bureau of Standards will continue to be based upon metric measurement standards and, except those for the U.S. Coast and Geodetic Survey as noted below, will be made in terms of the following exact equivalents and appropriate multiples and submultiples:

$$1 \text{ yard} = 0.9144 \text{ meter}$$

$$1 \text{ pound (avoirdupois)} = 0.45359237 \text{ kilogram}$$

Currently, the units defined by these same equivalents, which have been designated as the International Yard and the International Pound, respectively, will be used by the National Standards Laboratories of Australia, Canada, New Zealand, South Africa, and United Kingdom; thus there will be brought about international accord on the yard and pound

by the English-speaking nations of the world, in precise measurements involving these basic units.

Any data expressed in feet derived from and published as a result of geodetic surveys within the United States will continue to bear the following relationship as defined in 1893:

$$1 \text{ foot} = \frac{1200}{3937} \text{ meter}$$

The foot unit defined by this equation shall be referred to as the U.S. Survey Foot and it shall continue to be used, for the purpose given herein, until such a time as it becomes desirable and expedient to readjust the basic geodetic survey networks in the United States, after which the ratio of a yard, equal to 0.9144 meter, shall apply.

RELATION TO PREVIOUSLY DEFINED STANDARDS

In 1866 (U.S. Code 1952 Ed., Title 15, Ch. 6, secs. 204 and 205) the Congress legalized the use of the metric system within the United States. The law also established approximate equivalents between customary and metric measures. The above ratios between the yard and pound and metric measures as well as those defined in the 1893-94 bulletins are consistent with the ratios established by Congress in 1866 within the limits of accuracy by which the latter are expressed.

Yard. In the 1893 Bulletin the yard was defined as:

$$1 \text{ yard} = \frac{3600}{3937} \text{ meter}$$

which results in the approximate relation:

$$1 \text{ yard} = 0.91440183 \text{ meter}$$

Thus the new value for the yard is smaller by 2 parts in one million than the 1893 yard. Numerical measures expressed in terms of the new unit will, therefore, be increased by 2 parts in one million.

Pound. The pound was defined in the 1893 Bulletin as:

$$1 \text{ pound (avoirdupois)} = \frac{1}{2.20462} \text{ kilogram}$$

The 1894 amendment, based on a recent determination of the British Imperial pound, gave the ratio as:

$$1 \text{ pound (avoirdupois)} = \frac{1}{2.20462234} \text{ kilogram}$$

which results in the approximate relation:

$$1 \text{ pound (avoirdupois)} = 0.4535924277 \text{ kilogram}$$

Thus the new value for the pound is smaller by about 1 part in 10 million than the 1894 pound. Numerical measures expressed in terms of the new unit will, therefore, be increased by about 1 part in ten million.

Changes concern science and precision tools. Such small changes are beyond the limits of accuracy by which many reference standards are now calibrated by the National Bureau of Standards, including the standards furnished to or calibrated for the State governments. Therefore, the refinements in the defini-

tions of the yard and the pound will have no effect at all upon ordinary trade and commerce. The differences are significant, however, in a number of very precise metrological determinations such as are found in the precision machine tool and instrument industries and in certain scientific activities.

Standard inch. The value for the inch, derived from the value for the yard effective July 1, 1959, is exactly equivalent to 25.4 millimeters. It may be noted that this value was approved by the American Standards Association for "Inch-millimeter Conversion for Industrial Use" in 1933 (ASA Standard B48.1-1933), was adopted by the National Advisory Committee for Aeronautics in 1952, and has been adopted by many standardizing organizations in other countries.

Relation to grain. The new conversion factor for the pound is exactly divisible by 7 and results in the following exact value for the grain:

$$1 \text{ grain} = 0.06479891 \text{ gram}$$

The grain is the common unit of the avoirdupois, apothecary, and troy systems, there being 7000 grains in the avoirdupois pound and 5760 grains in the apothecary pound and in the troy pound.

Nautical mile. On July 1, 1954, it was announced that the Secretary of Commerce and the Secretary of Defense had agreed officially that the International Nautical Mile would henceforth be used within their respective departments. The International Nautical Mile is based on the meter and is equal to 1852 meters. Based on the yard-meter relationship then in use, the International Nautical Mile was shown as being equivalent to 6,076.10333 feet. Under the new conversion factor, the International Nautical Mile is equivalent to 6,076.11549 International feet approximately.

(For a detailed treatment of the Federal basis for weights and measures, see National Bureau of Standards Circular 593, The Federal Basis for Weights and Measures, for sale by the Superintendent of Documents, U.S. Government Printing Office, Washington 25, D.C., price 30 cents.)

[SEAL] A. V. ASTIN,
Director,
National Bureau of Standards.
H. ARNOLD KARO,
Rear Admiral,
Director, Coast and Geodetic Survey.

Approved: June 25, 1959.

F. H. MUELLER,
Under Secretary of Commerce.

[F.R. Doc. 59-5442; Filed, June 30, 1959; 8:45 a.m.]

Office of the Secretary JOHN ROBERT JONES

Statement of Changes in Financial Interests

In accordance with the requirements of section 710(b)(6) of the Defense Production Act of 1950, as amended, and

Executive Order 10647 of November 28, 1955, the following changes have taken place in my financial interests as last reported in the FEDERAL REGISTER:

- A. Deletions:
Briggs & Stratton,
Johnson Service.
- B. Additions: None.

This statement is made as of June 14, 1959.

JOHN ROBERT JONES.

JUNE 14, 1959.

[F.R. Doc. 59-5439; Filed, June 30, 1959; 8:45 a.m.]

LAWRENCE H. ZAHN

Statement of Changes in Financial Interests

In accordance with the requirements of section 710(b) (6) of the Defense Production Act of 1950, as amended, and Executive Order 10647 of November 28, 1955, the following changes have taken place in my financial interests as last reported in the FEDERAL REGISTER:

- A. Deletions: None.
- B. Additions:
Collins Radio,
Warner-Lambert,
British Petroleum.

This statement is made as of June 12, 1959.

LAWRENCE H. ZAHN.

JUNE 12, 1959.

[F.R. Doc. 59-5441; Filed, June 30, 1959; 8:45 a.m.]

JAMES G. BONNAR

Report of Appointment and Statement of Financial Interests

Report of appointment and statement of financial interests required by section 710(b) (6) of the defense production act of 1950, as amended.

Report of Appointment

1. Name of appointee: Mr. James G. Bonnar.
2. Employing agency: Department of Commerce, Business and Defense Services Administration.
3. Date of Appointment: June 10, 1959.
4. Title of position: Assistant Director, Communications Industries Division.
5. Name of private employer: North Electric Company, Galion, Ohio.

JUNE 19, 1959.

CARLTON HAYWARD,
Director of Personnel.

Statement of Financial Interests

6. Names of any corporations of which the appointee is an officer or director or within 60 days preceding appointment has been an officer or director, or in which the appointee owns or within 60 days preceding appointment has owned any stocks, bonds, or other financial interests; any partnerships in which the appointee is, or within 60 days preceding

appointment was, a partner; and any other businesses in which the appointee owns, or within 60 days preceding appointment has owned, any similar interest.

- American Telephone and Telegraph Company.
- Ashtabula Telephone Company.
- Buckeye State Bank.
- North Electric Company.
- Bank deposits.

JAMES G. BONNAR.

JUNE 17, 1959.

[F.R. Doc. 59-5440; Filed, June 30, 1959; 8:45 a.m.]

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Public Health Service

WATER POLLUTION CONTROL; INTERSTATE WATERS OF MISSOURI RIVER-ST. JOSEPH, MISSOURI

Notice of Public Hearing

Whereas, on the basis of reports, surveys and studies, the Surgeon General, having reason to believe that pollution of the Missouri River caused by discharges of untreated sewage and industrial wastes by St. Joseph, Missouri, and its associated stockyard area, was endangering the health and welfare of persons in Kansas, a State other than that in which the discharges originated, called a conference pursuant to section 8 of the Federal Water Pollution Control Act (70 Stat. 504, 33 U.S.C. 466g) with respect to the pollution of the interstate waters of the Missouri River below St. Joseph, Missouri, and

Whereas, such conference was held on June 11, 1957, at St. Joseph, Missouri, and

Whereas, the conferees representing the official State water pollution control agencies of the States of Missouri and Kansas, and the Surgeon General of the Public Health Service unanimously agreed:

1. That pollution of interstate waters subject to abatement under the Federal Water Pollution Control Act is occurring in the Missouri River-St. Joseph, Missouri Area (Missouri-Kansas). Sewage and industrial wastes from St. Joseph, Missouri, and its associated stockyard district in Missouri are finding their way into the waters of the Missouri River, an interstate water as defined by the Federal Act. Such discharges cause pollution of the Missouri River so as to endanger the health and welfare of persons in Kansas, a State other than that in which the discharges originate.

2. That the effects of this pollution are: (1) Deterioration of water quality for the public water supply of Atchison, Leavenworth and Kansas City, Kansas, with associated enhancement of possible disease transmission; (2) increased concentrations of coliform and other organisms associated with human diseases which constitute a health hazard to commercial and recreational users of the river; (3) deterioration of water quality so as to interfere with its use

for stock watering; (4) deterioration of water quality so as to prevent full use of the commercial fishery of the Missouri River below St. Joseph, Missouri; (5) deterioration of water quality so as to create conditions inimical to fish and wildlife in the area; and (6) impairment of water quality for many industrial uses.

3. That the measures presently used for the disposal of sewage and industrial wastes from St. Joseph, Missouri, and its associated stockyard district are not adequate to secure abatement of pollution of the interstate waters of the Missouri River.

4. That the delays encountered in abatement of such pollution are due to lack of installation of adequate waste treatment facilities or other methods for reduction of pollution by St. Joseph, Missouri, and the industries concerned.

5. That the City of St. Joseph, Missouri, and the industries of its associated stockyard district provide adequate treatment of wastes prior to their discharge, and

(a) That detailed plans and specifications for facilities to treat these wastes be completed by June 30, 1958,

(b) That contract awards for construction of these facilities be made by January 1, 1959,

(c) That the City of St. Joseph, Missouri, submit the financing of the City's proposed waste treatment facility to its voters on November 12, 1957; and

Whereas, a financing proposal for the proposed waste treatment facility was rejected in an election held on March 4, 1958, and

Whereas, the City of St. Joseph has not submitted such proposal or any other proposal for financing the proposed facility to its voters since March 4, 1958, and

Whereas, the Surgeon General of the Public Health Service on December 9, 1957, recommended to the Missouri Department of Public Health and Welfare that it take necessary remedial action under the State law to secure compliance with the recommendations of the conferees, and

Whereas, I find that such remedial action has not been taken and that other action reasonably calculated to secure abatement of such pollution has not been taken by the City of St. Joseph, Missouri, and the industrial establishments located in and adjacent to the City,

Now therefore, pursuant to section 8(e) of the Federal Water Pollution Control Act (70 Stat. 505, 33 U.S.C. 466g (e)), I hereby call a public hearing to begin at 9:00 a.m. c.s.t. on July 27, 1959 at the Empire Room, Hotel Robidoux, 5th and Francis Sts., St. Joseph, Missouri, before a Hearing Board composed of the following named persons:

- Mr. Chester S. Wilson, Chairman.
- Dr. Geoffrey M. Martin (representing the State of Kansas).
- Mr. Freeman R. Johnson (representing the State of Missouri).
- Mr. Walter Kurylo (representing the United States Department of Commerce).
- Mr. Blucher A. Poole.
- Mr. John S. Samson.

On the basis of the evidence presented at such hearing, the Board shall make

findings as to whether St. Joseph, Missouri, and the industrial establishments located in and adjacent to that city are causing or contributing to the pollution of the interstate waters of the Missouri River in the St. Joseph, Missouri area (Missouri-Kansas) which endangers the health or welfare of persons in States other than Missouri, and whether, if it so finds, effective progress toward abatement thereof is being made. If said Board finds that such pollution is occurring and that effective progress toward abatement is not being made, said Board shall make its recommendations to me concerning the measures, if any, which it finds reasonable and equitable to secure abatement of such pollution.

Notice of such public hearing is hereby given to the following:

Missouri Department of Public Health and Welfare, Jefferson City, Mo.
 Kansas State Board of Health, State Capitol Building, Topeka, Kans.
 City of St. Joseph, Mo.
 Albers Milling Company, Lake Road, South St. Joseph, Mo.
 American Cyanamid Company (Lederle Laboratory), Lower Lake Road, St. Joseph, Mo.
 Anchor Serum Company, 24th and Frederick Avenues, St. Joseph, Mo.
 Archer-Daniels-Midland Company (Commander Larabee Flour Mill), West Lake Boulevard, St. Joseph, Mo.
 Armour and Company, South St. Joseph, Mo.
 Bartlett and Company, 1405-06 Corby Building, St. Joseph, Mo.
 Consumers Cooperative Association, Lower Lake Road, St. Joseph, Mo.
 Dannen Mills, Incorporated, Lower Lake Road, St. Joseph, Mo.
 Kees-Lyons Oil Company, Lake Road & Packers Avenue, St. Joseph, Mo.
 St. Joseph Feed and Supply Company, 232 Packers Avenue, St. Joseph, Mo.
 St. Joseph Power & Light Company, 514 Francis Street, St. Joseph, Mo.
 St. Joseph Stockyards Company, South St. Joseph, Mo.
 Seitz Packing Company, Lake Road and Packers Avenue, St. Joseph, Mo.
 Stratton-This Grain Company, 1108 Corby Building, St. Joseph, Mo.
 Swift and Company (Packing Plant), 400 Packers Avenue, St. Joseph, Mo.
 Swift and Company (Fertilizer Plant), Agricultural Chemical Division Plant, St. Joseph, Mo.
 Terminal Warehouse of St. Joseph, Packers Avenue, St. Joseph, Mo.
 Union Terminal Railroad (Missouri Pacific Railroad), Third and Sylvania Streets, St. Joseph, Mo.

Dated: June 25, 1959.

[SEAL] ARTHUR S. FLEMMING,
*Secretary of Health,
 Education, and Welfare*

[F.R. Doc. 59-5447; Filed, June 30, 1959;
 8:46 a.m.]

CIVIL AERONAUTICS BOARD

[Docket No. 7263]

EASTERN AIR LINES, INC.; PITTSBURGH-SYRACUSE SERVICE

Notice of Prehearing Conference

In accordance with Order No. E-14088, which reopened the record in the North-eastern States Area Investigation, Docket No. 6436 et al., for further hearing on

the application of Eastern Air Lines, Inc., in Docket No. 7263, for extension of route No. 71 beyond Syracuse to Pittsburgh, a prehearing conference is hereby assigned to be held on July 14, 1959, at 10:00 a.m., e.d.s.t., in Room 1027, Universal Building, Connecticut and Florida Avenues NW., Washington, D.C., before Examiner John A. Cannon.

Dated at Washington, D.C., June 25, 1959.

[SEAL] FRANCIS W. BROWN,
Chief Examiner.

[F.R. Doc. 59-5474; Filed, June 30, 1959;
 8:49 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[Docket Nos. 12831, 12832; FCC 59-603]

NORTH SHORE BROADCASTING CO., INC., AND SUBURBANAIRE, INC.

Memorandum Opinion and Order Amending Issues

In re applications of North Shore Broadcasting Co., Inc., Wauwatosa, Wisconsin, requests 1590 kc, 1 kw, DA-Day, Docket No. 12831, File No. BP-11768; Suburbanaire, Inc., West Allis, Wisconsin, requests 1590 kc, 1 kw, DA-Day, Docket No. 12832, File No. BP-12511; for construction permits.

1. The Commission has before it for consideration (1) a petition to enlarge and clarify issues, filed May 4, 1959, by Suburbanaire, Inc. (Suburbanaire); (2) a reply thereto by the Commission's Broadcast Bureau, filed May 14, 1959; (3) an opposition to the petition, filed May 15, 1959, by North Shore Broadcasting Co., Inc. (North Shore); and (4) a reply to the opposition, filed May 25, 1959, by Suburbanaire.

2. North Shore and Suburbanaire are applicants for construction permits for new standard broadcast stations in Wauwatosa, Wisconsin, and West Allis, Wisconsin, respectively. Because the simultaneous operation of both proposals would result in mutually destructive interference, these proposals were designated for hearing in a consolidated proceeding on several issues, including the standard comparative issue and an issue under section 307(b) of the Communications Act of 1934, as amended. The designation Order (FCC 59-310) recites that North Shore has filed an application for renewal of license of Station WEAW-FM, Evanston, Illinois, and that the Commission has raised questions as to whether in its operation of this station North Shore has abdicated control over programming and has violated Commission Rules by eliminating certain announcements from the programs transmitted. The designation Order states that in the event North Shore's application is favored, it will be held without final action pending Commission action on its applications for renewal of licenses of Stations WEAW and WEAW-FM.

3. Suburbanaire requests the addition of an issue as to whether the 5 mv/m

contour of the proposed operation of North Shore would encompass the most distant residential area within Wauwatosa, as contemplated by § 3.188(b) (2) of the Commission's rules.¹ Suburbanaire alleges that approximately 27 percent of Wauwatosa—and North Shore concedes that 11.75 percent of the population of Wauwatosa—will not receive a signal of 5 mv/m from North Shore's proposal. Suburbanaire also requests clarification as to whether the circumstances surrounding North Shore's operation of WEAW-FM may be considered under the standard comparative issue; if not, it requests enlargement of the issues to permit their consideration.

4. In view of the incomplete coverage of North Shore's proposal, the issues in this proceeding will be enlarged to include an issue under § 3.188(b) (2) of the rules. While North Shore does not object to the inclusion of such an issue, it suggests that the issue be couched in terms of whether its proposal would "adequately" serve the area of Wauwatosa and thereby avoid an implication that the requirement of § 3.188(b) (2) is an absolute. North Shore's concern in this regard is obviated by the fact that the issue as herein adopted does not imply that coverage of less than all of the city will require a denial of the application. Moreover, the last clause of the adopted issue permits a determination as to whether circumstances exist which would warrant a waiver of the rule in question.

5. There is no necessity to enlarge the issues to permit consideration of the circumstances surrounding North Shore's operation of Station WEAW-FM. These circumstances are clearly part of North Shore's "background and experience" under the standard comparative issue, which is one of the issues in this proceeding.

Accordingly, it is ordered, This 24th day of June 1959, that the petition of Suburbanaire, Inc., filed May 4, 1959, is granted to the extent indicated herein and is in all other respects denied; and that the issues in this proceeding are amended to renumber issues 3 and 4 as issues 4 and 5 and to include as issue 3 the following:

3. To determine whether the 5 mv/m contour of the proposed operation of North Shore Broadcasting Co., Inc. would encompass the most distant residential area within Wauwatosa, Wisconsin, as required by § 3.188(b) (2) of the Commission rules, and, if not, whether circumstances exist which would warrant a waiver of said section.

Released: June 26, 1959.

FEDERAL COMMUNICATIONS COMMISSION,

[SEAL] MARY JANE MORRIS,
Secretary.

[F.R. Doc. 59-5477; Filed, June 30, 1959;
 8:50 a.m.]

¹ Section 3.188(b) (2) provides in part that: "The site selected should meet the following conditions:

* * * (2) A minimum field intensity of 5 to 10 mv/m will be obtained over the most distant residential section."

**SECURITIES AND EXCHANGE
COMMISSION**

[File No. 24D-1773]

CORDILLERA MINING CO.

Order Temporarily Suspending Exemption, Statement of Reasons Therefor, and Notice of Opportunity for Hearing

JUNE 24, 1959.

I. Cordillera Mining Company (issuer), a Colorado corporation, 317 Main Street, Grand Junction, Colorado, filed with the Commission on June 8, 1955, a notification on Form 1-A and an offering circular, and filed amendments thereto, relating to an offering of 2,995,000 shares of its 10¢ par value common stock at 10¢ per share for an aggregate offering of \$299,500, for the purpose of obtaining an exemption from the registration requirements of the Securities Act of 1933, as amended, pursuant to the provisions of section 3(b) thereof and Regulation A promulgated thereunder.

II. The Commission has reasonable cause to believe that:

A. The issuer and Hobard David Lasseter, a promoter and director, have been enjoined by the United States District Court for the Northern District of Texas from engaging in or continuing conduct or practices in connection with the purchase and sale of securities, within the meaning of Rule 223(a)(6) of Regulation A.

B. The terms and conditions of Regulation A have not been complied with, in that written communications were used which were not filed with the Commission, as required by Rule 221.

C. The offering circular contains untrue statements of material facts, and omits to state material facts necessary in order to make the statements made, in the light of the circumstances under which they are made, not misleading, particularly with respect to:

1. The failure to disclose the status of the issuer's options to acquire mining claims;

2. The failure to disclose the acquisition of a leasehold interest in the Sein Fein properties;

3. The failure to disclose the status of mining operations on the Sein Fein properties;

4. The failure to disclose the status of assessment work on the issuer's unpatented mining claims;

5. The failure to disclose that Lasseter & Company has withdrawn as underwriter of the offering;

6. The failure to disclose that the vice-president and the secretary-treasurer of the issuer had resigned and were replaced.

D. The offering under such circumstances would operate as a fraud or deceit upon purchasers.

III. *It is ordered*, Pursuant to Rule 223(a) of the general rules and regulations under the Securities Act of 1933, as amended, that the exemption under Regulation A be, and it hereby is, temporarily suspended.

No. 128—4

Notice is hereby given, that any person having any interest in the matter may file with the Secretary of the Commission a written request for hearing; that within 20 days after receipt of such request, the Commission will, or at any time upon its own motion may, set the matter down for hearing at a place to be designated by the Commission for the purpose of determining whether this Order of Suspension should be vacated or made permanent, without prejudice, however, to the consideration and presentation of additional matters at the hearing; and that notice of the time and place for said hearing will be promptly given by the Commission.

By the Commission.

[SEAL] NELYE A. THORSEN,
Assistant Secretary.

[F.R. Doc. 59-5451; Filed, June 30, 1959; 8:46 a.m.]

[File No. 24D-2014]

GREENLITE URANIUM CORP.

Order Temporarily Suspending Exemption, Statement of Reasons Therefor, and Notice of Opportunity for Hearing

JUNE 24, 1959.

I. Greenlite Uranium Corporation (issuer), a Nevada corporation, 2419 South Fifth Street, Las Vegas, Nevada, filed with the Commission on January 27, 1956, a notification on Form 1-A and an offering circular, and filed an amendment thereto, relating to an offering of 3,000,000 shares of its 10¢ par value common stock at 10¢ per share for an aggregate offering of \$300,000, for the purpose of obtaining an exemption from the registration requirements of the Securities Act of 1933, as amended, pursuant to the provisions of section 3(b) thereof and Regulation A promulgated thereunder.

II. The staff having requested the issuer to file amendments with respect to the matters set forth below, and having received no response thereto in the form of an amendment or withdrawal of the filing, the Commission has reasonable cause to believe that:

A. The terms and conditions of Regulation A have not been complied with, in that:

1. The notification on Form 1-A fails to set forth the exemption claimed with respect to unregistered securities sold prior to filing and the facts relied upon for claiming such exemption;

2. The issuer has failed to file the consent of Frontier Investment, Inc. to be named as underwriter in connection with the offering.

B. The offering circular contains untrue statements of material facts, and omits to state material facts necessary in order to make the statements made, in the light of the circumstances under which they are made, not misleading, particularly with respect to:

1. The failure to disclose the status of the issuer's leases and contracts to purchase mining claims;

2. The failure to disclose the status of assessment work on the issuer's unpatented mining claims;

3. The failure to disclose the terms of an option granted Frontier Investment, Inc. to purchase 100,000 shares of the issuer's 10¢ par value common stock.

C. The offering under such circumstances would operate as a fraud or deceit upon purchasers.

III. *It is ordered*, Pursuant to Rule 223(a) of the general rules and regulations under the Securities Act of 1933, as amended, that the exemption under Regulation A be, and it hereby is, temporarily suspended.

Notice is hereby given, that any person having any interest in the matter may file with the Secretary of the Commission a written request for hearing; that within 20 days after receipt of such request, the Commission will, or at any time upon its own motion may, set the matter down for hearing at a place to be designated by the Commission for the purpose of determining whether this Order of Suspension should be vacated or made permanent, without prejudice, however, to the consideration and presentation of additional matters at the hearing; and that notice of the time and place for said hearing will be promptly given by the Commission.

By the Commission.

[SEAL] NELYE A. THORSEN,
Assistant Secretary.

[F.R. Doc. 59-5452; Filed, June 30, 1959; 8:46 a.m.]

[File No. 24D-1692]

OLD FAITHFUL URANIUM, INC.

Order Temporarily Suspending Exemption, Statement of Reasons Therefor, and Notice of Opportunity for Hearing

JUNE 24, 1959.

I. Old Faithful Uranium, Inc. (issuer), a Wyoming corporation, 300 Consolidated Royalty Building, Casper, Wyoming, filed with the Commission on April 22, 1955, a notification on Form 1-A and an offering circular, and filed amendments thereto, relating to an offering of 4,500,000 shares of its 1 cent par value common stock at 5 cents per share for an aggregate offering of \$225,000, for the purpose of obtaining an exemption from the registration requirements of the Securities Act of 1933, as amended, pursuant to the provisions of section 3(b) thereof and Regulation A promulgated thereunder.

II. The Commission has reasonable cause to believe that:

A. The offering circular contains untrue statements of material facts and omits to state material facts necessary in order to make the statements made, in the light of the circumstances under which they are made, not misleading, particularly with respect to:

1. The failure to disclose the status of the issuer's obligations on its mining leases;

2. The failure to disclose that the issuer has acquired additional claims

and options to purchase various up-grading mills;

3. The failure to disclose the status of assessment work on the issuer's unpatented mining claims;

4. The failure to disclose that the officers of the issuer were replaced;

5. The failure to disclose that another underwriter has replaced the named underwriter.

B. The offering under such circumstances would operate as a fraud or deceit upon purchasers.

III. *It is ordered*, Pursuant to Rule 223(a) of the general rules and regulations under the Securities Act of 1933, as amended, that the exemption under Regulation A be, and it hereby is, temporarily suspended.

Notice is hereby given, that any person having any interest in the matter may file with the Secretary of the Commission a written request for hearing; that within 20 days after receipt of such request, the Commission will, or at any time upon its own motion may, set the matter down for hearing at a place to be designated by the Commission for the purpose of determining whether this Order of Suspension should be vacated or made permanent, without prejudice, however, to the consideration and presentation of additional matters at the hearing; and that notice of the time and place for said hearing will be promptly given by the Commission.

By the Commission.

[SEAL] NELLYE A. THORSEN,
Assistant Secretary.

[F.R. Doc. 59-5453; Filed, June 30, 1959;
8:46 a.m.]

[File No. 24D-1951]

PUMPKIN BUTTES URANIUM CO., INC.

Order Temporarily Suspending Exemption, Statement of Reasons Therefor, and Notice of Opportunity for Hearing

JUNE 24, 1959.

I. Pumpkin Buttes Uranium Co., Inc. (issuer), a Delaware corporation, 618 6th Street, Rapid City, South Dakota, filed with the Commission on October 6, 1955, a notification on Form 1-A and offering circular relating to an offering of 500,000 shares of its 10 cents par value common stock at 10 cents per share for an aggregate offering of \$50,000, for the purpose of obtaining an exemption from the registration requirements of the Securities Act of 1933, as amended, pursuant to the provisions of section 3(b) thereof and Regulation A promulgated thereunder.

II. The staff having requested the issuer to file amendments with respect to the matters set forth below, and having received no response thereto in the form of an amendment or withdrawal of the filing, the Commission has reasonable cause to believe that:

A. The offering circular contains untrue statements of material facts and omits to state material facts necessary

in order to make the statements made, in the light of the circumstances under which they are made, not misleading, particularly with respect to:

1. The failure to disclose the status of the issuer's obligations on its mining leases;

2. The failure to disclose the status of the issuer's options to enter into mining leases;

3. The failure to disclose the status of assessment work on the issuer's unpatented mining claims;

4. The failure to disclose that the treasurer and director of the issuer had resigned;

B. The offering under such circumstances would operate as a fraud or deceit upon purchasers.

III. *It is ordered*, Pursuant to Rule 223(a) of the general rules and regulations under the Securities Act of 1933, as amended, that the exemption under Regulation A be, and it hereby is, temporarily suspended.

Notice is hereby given, that any person having any interest in the matter may file with the Secretary of the Commission a written request for hearing; that within 20 days after receipt of such request, the Commission will, or at any time upon its own motion may, set the matter down for hearing at a place to be designated by the Commission for the purpose of determining whether this Order of Suspension should be vacated or made permanent, without prejudice, however, to the consideration and presentation of additional matters at the hearing; and that notice of the time and place for said hearing will be promptly given by the Commission.

By the Commission.

[SEAL] NELLYE A. THORSEN,
Assistant Secretary.

[F.R. Doc. 59-5454; Filed, June 30, 1959;
8:47 a.m.]

INTERSTATE COMMERCE COMMISSION

[Notice 14]

APPLICATIONS FOR MOTOR CARRIER CERTIFICATE OR PERMIT DURING INTERIM PERIOD

JUNE 26, 1959.

Applications for motor carrier certificate or permit covering operations commenced during the "interim" period, after May 1, 1958, but on or before August 12, 1958.

The following applications and certain other procedural matters relating thereto are filed under the "interim" clause of section 7(c) of the Transportation Act of 1958. These matters are governed by Special Rule § 1.243 published in the FEDERAL REGISTER issue of January 8, 1959, page 205, which provides among other things, that this publication constitutes the only notice to interested persons of filing that will be given; that appropriate protests to an application (consisting of an original and six copies each) must be filed with the Commission at Washington, D.C., within 30 days

from the date of this publication in the FEDERAL REGISTER; that failure to so file seasonably will be construed as a waiver of opposition and participation in such proceeding, regardless of whether or not an oral hearing is held in the matter; and that a copy of the protest also shall be served upon applicant's representative (or applicant, if no practitioner representing him is named in the notice of filing).

These notices reflect the operations described in the applications as filed on or before the statutory date of December 10, 1958.

No. MC 113843 (Sub No. 33), (RE-PUBLICATION), filed December 8, 1958, published FEDERAL REGISTER issue of April 1, 1959. Applicant. REFRIGERATED FOOD EXPRESS, INC., 316 Summer Street, Boston 10, Mass. Applicant's attorney: James Michael Walsh, 316 Summer Street, Boston 10, Mass. Authority sought under section 7 of the Transportation Act of 1958 to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen fruits, frozen berries, frozen vegetables, cocoa beans, coffee beans, tea, and bananas*, in straight and in mixed loads with *certain exempt commodities*, from points in Massachusetts, Maine, New York, Pennsylvania, Michigan, Illinois, Virginia, Maryland and Ohio, to points in Ohio, Maine, Massachusetts, Michigan, Rhode Island, Connecticut, Minnesota, Missouri, Colorado, Indiana, Wisconsin, Virginia, Oklahoma, New Jersey, Kentucky, Tennessee, Pennsylvania, Kansas, Texas, Florida, New York and Indiana.

NOTE: The purpose of this republication is to advise that applicant's attorney states that the application above, originally noticed in the FEDERAL REGISTER on the date shown, did not accurately reflect the operations performed. And the actual transportation will be substantiated by documentary evidence to be presented at the hearing covering the transportation of the above commodities, between all points in the States of: Alabama, Arkansas, California, Colorado, Connecticut, Delaware, Florida, Georgia, Idaho, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Nebraska, New Hampshire, New Jersey, New York, North Carolina, North Dakota, Ohio, Oklahoma, Oregon, Pennsylvania, Rhode Island, South Carolina, South Dakota, Tennessee, Texas, Vermont, Virginia, Washington, West Virginia, Wisconsin, and the District of Columbia.

HEARING: Remains as assigned July 30, 1959, at the New Post Office and Court House Building, Boston, Mass., before Examiner David Waters.

By the Commission.

[SEAL] HAROLD D. MCCOY,
Secretary.

[F.R. Doc. 59-5459; Filed, June 30, 1959;
8:47 a.m.]

[Notice 90]

MOTOR CARRIER ALTERNATE ROUTE DEVIATION NOTICES

JUNE 26, 1959.

The following letter-notices of proposals to operate over deviation routes for

operating convenience only with service at intermediate points have been filed with the Interstate Commerce Commission, under the Commission's Deviation Rules Revised, 1957 (49 CFR 211.1(c) (8)) and notice thereof to all interested persons is hereby given as provided in such rules (49 CFR 211.1(d) (4)).

Protests against the use of any proposed deviation route herein described may be filed with the Interstate Commerce Commission in the manner and form provided in such rules (49 CFR 211.1(e)) at any time but will not operate to stay commencement of the proposed operations unless filed within 30 days from the date of publication.

Successively filed letter-notices of the same carrier under the Commission's Deviation Rules Revised, 1957, will be numbered consecutively for convenience in identification and protests if any should refer to such letter-notices by number.

MOTOR CARRIERS OF PROPERTY

No. MC 45657 (Deviation No. 3), PICWALSH FREIGHT CO., 731 Campbell Avenue, St. Louis 15, Mo., filed June 17, 1959. Carrier proposes to operate as a *common carrier*, by motor vehicle of *general commodities*, with certain exceptions, over a deviation route, between Salem and Red Bud, Ill., as follows: from Salem over Illinois Highway 37 to Mt. Vernon, Ill., thence over U.S. Highway 460 to Freeburg, Ill., thence over Illinois Highway 13 to junction Illinois Highway 156, thence over Illinois Highway 156 to junction Illinois Highway 159, thence over Illinois Highway 159 to Red Bud, and return over the same route, for operating convenience only, serving no intermediate points. The notice indicates that the carrier is presently authorized to transport the same commodities between Salem and Red Bud as follows: from Salem over U.S. Highway 50 to St. Louis, Mo., thence across the Mississippi River to East St. Louis, Ill., and thence over Illinois Highway 3 to Red Bud.

No. MC 75320 (Deviation No. 10), CAMPBELL SIXTY-SIX EXPRESS, INC., P.O. Box 390, Springfield, Mo., filed June 12, 1959. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route, as follows: from Ittabena, Miss., over Mississippi Highway 7 to junction Mississippi Highway 12, thence over Mississippi Highway 12 to junction Mississippi Highway 17, and thence over Mississippi Highway 17 to junction U.S. Highway 51, north of Pickens, Miss., and return over the same route, for operating convenience only, serving no intermediate points. The notice indicates that the carrier is presently authorized to transport the same commodities over pertinent authorized routes, as follows: from Greenville, Miss., over U.S. Highway 82 to Greenwood, Miss., thence over U.S. Highway 82 to Vernon, Ala.; from Memphis, Tenn., over U.S. Highway 51 to Canton, Miss.; and return over the same routes.

No. MC 78632 (Deviation No. 3), HOOVER MOTOR EXPRESS CO., INC.

P.O. Box 450, Nashville, Tenn., filed June 15, 1959. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route, between Chester, Ill., and Memphis, Tenn., as follows: from Chester across the Toll Bridge to Missouri Highway 51, thence over Missouri Highway 51 to Perryville, Mo., thence over U.S. Highway 61 to Jackson, Mo., thence over Missouri Highway 25 to junction Missouri Highway 55, thence over Missouri Highway 55 to junction U.S. Highway 61, thence over U.S. Highway 61 to Memphis and return over the same route, for operating convenience only, serving no intermediate points. The notice indicates that the carrier is presently authorized to transport the same commodities between Chester and Memphis over the following pertinent route: from Chester over Illinois Highway 3 to Cairo, Ill., and thence over U.S. Highway 51 via Fulton, Ky., to Memphis.

No. MC 97699 (Sub No. 2) (Deviation No. 3), BARBER TRANSPORTATION CO., P.O. Drawer 1431, Rapid City, S. Dak., filed June 16, 1959. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route, between Ames, Iowa and Sioux City, Iowa, as follows: from Ames over U.S. Highway 69 to junction U.S. Highway 20, and thence over U.S. Highway 20 to Sioux City, and return over the same route, for operating convenience only, serving no intermediate points. The notice indicates that the carrier is presently authorized to transport the same commodities between Ames and Sioux City over the following pertinent route: from Ames over U.S. Highway 30 to junction Iowa Highway 141, and thence over Iowa Highway 141 to Sioux City.

No. MC 110325 (Sub. No. 1) (Deviation No. 7), TRANSCON LINES, 1206 South Maple Avenue, Los Angeles 15, Calif., filed June 15, 1959. Attorney for said carrier, Lee Reeder, 1012 Baltimore Building, Kansas City 5, Mo. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route, between Selmer, Tenn., and Atlanta, Ga., as follows: from Selmer over U.S. Highway 64 to Chattanooga, Tenn., thence over U.S. Highway 41 to Atlanta and return over the same route, for operating convenience only, serving no intermediate points. The notice indicates that the carrier is presently authorized to transport the same commodities between Selmer and Atlanta over a pertinent authorized route as follows: from Selmer over U.S. Highway 45 to junction U.S. Highway 72, thence over U.S. Highway 72 to junction Mississippi Highway 25 at Iuka, Miss., thence over Mississippi Highway 25 to Belmont, Miss., thence over County Highway 366 to Red Bay, Ala., thence over Mississippi Highway 23 to Tremont, Miss., and thence over U.S. Highway 78 to Atlanta, Ga.

By the Commission.

[SEAL] HAROLD D. McCoy,
Secretary.

[F.R. Doc. 59-5461; Filed, June 30, 1959;
8:47 a.m.]

[Notice 146]

MOTOR CARRIER TRANSFER PROCEEDINGS

JUNE 26, 1959.

Synopses of orders entered pursuant to section 212(b) of the Interstate Commerce Act, and rules and regulations prescribed thereunder (49 CFR Part 179), appear below:

As provided in the Commission's Special Rules of Practice any interested person may file a petition seeking reconsideration of the following numbered proceedings within 20 days from the date of publication of this notice. Pursuant to section 17(8) of the Interstate Commerce Act, the filing of such a petition will postpone the effective date of the order in that proceeding pending its disposition. The matters relied upon by petitioners must be specified in their petitions with particularity.

No. MC-FC 62217. By order of June 25, 1959, The Transfer Board approved the transfer to Produce Haulers, Inc., 210 James Building, Chattanooga, Tenn., of the "grandfather" operating rights claimed to have been performed by William B. Dupree, 1610 Camden St., Chattanooga, Tenn., under section 7 of the Transportation Act of 1958, (72 Stat. 574), for which a Certificate is sought in Docket No. MC 118254, authorizing the transportation of: Bananas, from New Orleans, La., Mobile, Ala., Miami and Tampa, Fla., and Charleston, S.C., to points in Alabama, Florida, Georgia, Indiana, Illinois, Iowa, Kentucky, Ohio, Tennessee, and Louisiana.

No. MC-FC 62285. By order of June 25, 1959, The Transfer Board approved the transfer to Neal McCabe, doing business as Gunn Transfer Company, St. Louis, Mo., of a Certificate in No. MC 69853, issued December 4, 1957, to Kathryn McCabe, and Neal McCabe, a partnership, doing business as Gunn Transfer Company, St. Louis, Mo., authorizing the transportation of: General commodities, excluding household goods, commodities in bulk, and other specified commodities, between St. Louis, Mo., and East St. Louis, Ill.; machinery and parts between St. Louis, Mo., and Wood River, Ill.; oxygen and acetylene gas, in containers, from points within 30 miles of St. Louis, Mo.; empty oxygen and acetylene gas containers from points within 30 miles of St. Louis, Mo.; and structural steel from St. Louis, Mo., to points within 50 miles thereof. Austin C. Knetzger, Attorney, 722 Chestnut Street, St. Louis, Mo.

No. MC-FC 62294. By order of June 25, 1959, The Transfer Board approved the transfer to Stanley E. Wright and Forrest E. McHenry, a Partnership, doing business as Wright & McHenry, Charleston, Illinois, of the operating rights in Certificate No. MC 107746, issued November 14, 1947, to Ross Chism, Charleston, Illinois, authorizing the transportation, over irregular routes, of livestock and agricultural commodities, from points in six counties in Illinois to Indianapolis, Indiana, coal, from mines located in Clay County, Ind., to points in Coles County, Ill., such merchandise as is dealt in by wholesale and retail

grocery and food business houses, from Indianapolis, Ind., to Janesville, Bradbury, and Lerna, Ill., and animal and poultry feed, from Indianapolis, Ind., to Charleston, Ill. W. L. Jordan, 201 Merchants Savings Building, 7 South Sixth Street, Terre Haute, Indiana.

No. MC-FC 62297. By order of June 24, 1959, The Transfer Board approved the transfer to Robert L. Krause, doing business as R. L. Krause Trucking, Manitowoc, Wisconsin, the operating rights in Certificate No. MC 115608 Sub 1, issued July 30, 1957, to Tempco Distributing Co., Inc., Manitowoc, Wisconsin, authorizing the transportation of styrofoam products, from Manitowoc, Wis., to Chicago, Ill., and materials and supplies used in the manufacture and marketing of styrofoam products, from Chicago, Ill., to Manitowoc, Wis. Claude J. Jasper, Jasper, Winner & Perina, Suite 616-617 Tenney Bldg., 110 East Main St., Madison 3, Wis.

No. MC-FC 62337. By order of June 25, 1959, The Transfer Board approved the transfer to Tri-State Transport, Inc., Boston, Massachusetts, of a Certificate in No. MC 57315 Sub 1, issued April 18, 1955, to James J. Donahue, doing business as J. J. Donahue & Co., Needham Heights, Massachusetts, authorizing the transportation of specified commodities, between specified points in Massachusetts, Rhode Island, and Connecticut. George C. O'Brien, The Eight Floor, 32 Broad Street, Boston 9, Massachusetts.

[SEAL] HAROLD D. McCoy,
Secretary.

[F.R. Doc. 59-5462; Filed, June 30, 1959;
8:47 a.m.]

[Notice 275]

MOTOR CARRIER APPLICATIONS

JUNE 26, 1959.

The following applications are governed by the Interstate Commerce Commission's special rules governing notice of filing of applications by motor carriers of property or passengers or brokers under sections 206, 209 and 211 of the Interstate Commerce Act and certain other proceedings with respect thereto.

All hearings will be called at 9:30 o'clock a.m., United States standard time (or 9:30 o'clock a.m., local daylight saving time), unless otherwise specified.

APPLICATIONS ASSIGNED FOR ORAL HEARING OR PRE-HEARING CONFERENCE

MOTOR CARRIERS OF PROPERTY

No. MC 4405 (Sub No. 333), filed June 11, 1959. Applicant: DEALERS TRANSIT, INC., 12601 South Torrence Avenue, Chicago 33, Ill. Applicant's attorney: James W. Wrape, 2111 Sterick Building, Memphis, Tenn. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Missiles, space vehicles, space satellites and parts thereof*, requiring special equipment for their transportation, *equipment and parts of such missiles, vehicles and satellites, and mobile launching, guidance, monitoring and control units* when the transporta-

tion of such equipment, parts and units is incidental to and transported in connection with such missiles, vehicles or satellites, from points in San Diego County, Calif., to Patrick Air Force Base, Cape Canaveral, Fla., and the return of *shipper-owned or government-owned trailers* which have been used in the outbound transportation of the foregoing commodities. Applicant is authorized to conduct operations throughout the United States.

HEARING: July 27, 1959, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Frank R. Saltzman.

No. MC 107496 (Sub No. 136), filed May 28, 1959. Applicant: RUAN TRANSPORT CORPORATION, 408 Southeast 30th Street, Des Moines, Iowa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum and petroleum products*, in bulk, in tank vehicles, from points in Lyon County, Minn., to points in South Dakota and Iowa. Applicant is authorized to conduct operations in Arkansas, Colorado, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Michigan, Minnesota, Missouri, Nebraska, North Dakota, Ohio, Oklahoma, Pennsylvania, South Dakota, Texas, and Wisconsin.

HEARING: July 27, 1959, in Room 926, Metropolitan Building, Second Avenue South and Third Street, Minneapolis, Minn., before Joint Board No. 181, or, if the Joint Board waives its right to participate, before Examiner Allan F. Borroughs.

No. MC 107496 (Sub No. 137), filed June 5, 1959. Applicant: RUAN TRANSPORT CORPORATION, 408 Southeast 30th Street, Des Moines, Iowa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum and petroleum products* in bulk, in tank vehicles, (1) from Norfolk, Nebr., and points within ten miles thereof to points in South Dakota and Iowa, and (2) from Yankton, S. Dak., and points within ten miles thereof to points in Nebraska, Iowa and Minnesota. Applicant is authorized to conduct operations in Arkansas, Colorado, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Michigan, Minnesota, Missouri, Nebraska, North Dakota, South Dakota, Ohio, Oklahoma, Pennsylvania, Texas and Wisconsin.

HEARING: July 27, 1959, in Room 926, Metropolitan Building, Second Avenue South and Third Street, Minneapolis, Minn., before Examiner Allan F. Borroughs.

No. MC 113410 (Sub No. 21), filed May 25, 1959. Applicant: DAHLEN TRANSPORT, INC., 875 North Prior Avenue, St. Paul 14, Minn. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum products*, in bulk, in tank vehicles, from Marshall, Minn., and points within 10 miles thereof to points in South Dakota, and *rejected shipments* of petroleum products on return. Applicant is authorized to conduct operations in Illinois, Iowa, Michigan, Minnesota, Nebraska, North Dakota, South Dakota, and Wisconsin.

HEARING: July 27, 1959, in Room 926, Metropolitan Building, Second Avenue South and Third Street, Minneapolis, Minn., before Joint Board No. 26, or, if the Joint Board waives its right to participate, before Examiner Allan F. Borroughs.

APPLICATIONS IN WHICH HANDLING WITHOUT ORAL HEARING IS REQUESTED

MOTOR CARRIERS OF PROPERTY

No. MC 52460 (Sub No. 48), filed June 8, 1959. Applicant: HUGH BREEDING, INC., 1420 West 35th Street, P.O. Box 9515, Tulsa, Okla. Applicant's attorney: JAMES W. WRAPE, 2111 Sterick Building, Memphis 3, Tenn. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Caustic soda*, in bulk, in tank vehicles, from the site of the Pine Bluff Arsenal, at or near Pine Bluff, Ark., to Mt. Pleasant and Wichita, Tex. Applicant is authorized to conduct operations in Kansas, Oklahoma, Arkansas, Texas, Tennessee, Missouri, Louisiana, Iowa, Illinois, and Colorado.

No. MC 52460 (Sub No. 49), filed June 8, 1959. Applicant: HUGH BREEDING, INC., 1420 West 35th Street, P.O. Box 9515, Tulsa, Okla. Applicant's attorney: James W. Wrape, 2111 Sterick Building, Memphis 3, Tenn. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Benzene (benzol), toluene (toluol), xylene (xylo), and petroleum naphtha*, in bulk, in tank vehicles, from Potwin, Kans., to Memphis, Tenn. Applicant is authorized to conduct operations in Arkansas, Oklahoma, Illinois, Kansas, Louisiana, Missouri, New Mexico, Tennessee, and Texas.

No. MC 93707 (Sub No. 7), filed June 15, 1959. Applicant: MILES MOTOR TRANSPORT SYSTEM, a corporation, P.O. Box 510, Stockton, Calif. Applicant's attorney: Bertram S. Silver, 100 Bush Street, San Francisco 4, Calif. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cement*, in bulk, from the site of the Ideal Cement Company plant, located near San Juan Bautista, Calif., (approximately three (3) miles east of U.S. Highway 101 and approximately ten (10) miles south of Gilroy, Calif.), to docks at San Francisco, Redwood City, Richmond, Oakland, and Alameda, Calif., and *contaminated or rejected shipments* of Cement on return. Applicant is authorized to conduct operations in California, Nevada, and Oregon.

No. MC 112713 (Sub No. 84), filed June 22, 1959. Applicant: YELLOW TRANSIT FREIGHT LINES, INC., 1626 Walnut Street, Kansas City, Mo. Applicant's attorney: John M. Records, 1626 Walnut Street, Kansas City, Mo. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities*, except Class A and B explosives, livestock, household goods as defined by the Commission, and commodities in bulk, between Tulsa, Okla., and Preston, Okla.: from Tulsa over U.S. Highway 169 to junction Oklahoma Highway 138, and thence over Oklahoma Highway 138

to Preston, and return over the same route, serving no intermediate points, and with service at Preston for joiner only, as an alternate route for operating convenience only in connection with applicant's authorized regular routes between the same termini over U.S. Highways 75 and 66, as set out at Line 1, sheet 4 and Line 8, Sheet 2 in Certificate No. MC 112713. Applicant is authorized to conduct operations in Illinois, Kansas, Oklahoma, Missouri, Texas, Indiana, Kentucky, Michigan, and Ohio.

No. MC 117596 (Sub No. 1), filed June 17, 1959. Applicant: ROBERT O. DALE, 1239 Rhine Street, Mankato, Minn. Applicant's attorney: Hoyt Crooks, 642 Raymond Avenue, St. Paul 14, Minn. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Mineral mixtures*, for animal or poultry feed and *lime* (ground or pulverized limestone), in containers or in bulk, from Hannibal, Mo., to points in Nebraska and Wisconsin, and *empty containers* and *rejected shipments*, otherwise only exempt agricultural commodities on return.

MOTOR CARRIER OF PASSENGERS

No. MC 35124 (Sub. No. 12), filed June 22, 1959. Applicant: HILL BUS COMPANY, a corporation, 126 North Washington Avenue, Bergenfield, N.J. Applicant's attorney: S. S. Eisen, 140 Cedar Street, New York 6, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage*, in the same vehicle with passengers, (1) between Dumont, N.J., and Bergenfield, N.J., from junction Madison Avenue with the New York Central Railroad in Dumont, over Madison Avenue to Washington Avenue, and thence over Washington Avenue to Clinton Avenue in Bergenfield, and return over the same route, serving no intermediate points, as an alternate route for operating convenience only, in connection with applicant's authorized regular route operations. (2) Applicant also applies for a restriction to be imposed against service at intermediate points on the segment of its present unrestricted route in Dumont, N.J., as follows: On Madison Avenue between the New York Central Railroad and Johnson Avenue, excluding the latter intersection. Applicant is authorized to conduct operations in New Jersey and New York.

PETITIONS

No. MC 30319 (Sub No. 74). Petitioner: SOUTHERN PACIFIC TRANSPORT COMPANY, 810 North San Jacinto Street, P.O. Box 4054, Houston, Tex. Petitioner's attorney: Edwin N. Bell, 1600 Esperson Building, Houston 2, Tex. By petition dated November 14, 1958, in No. MC 30319 and sub numbers thereunder, petitioner sought reopening for "relocation of restrictions" in the lead docket, MC 30319, and various subsequently-numbered authorities. It is the purpose of this publication to reflect the relief sought pertaining to the subject authority in Certificate No. MC 30319

(Sub No. 74) on page 2 of the instant petition, which reads: "Removing in its entirety that restriction appearing in Certificate No. MC 30319 (Sub-No. 74) dated April 26, 1957, which states: 'The service to be rendered hereunder shall be subject to existing key point and other restrictions as set forth in Certificate No. MC-30319, issued February 13, 1956; in addition thereto, the service authorized herein is restricted against the transportation of shipments in interstate or foreign commerce which move wholly in over-the-highway motor carrier service between Houston or San Antonio, on the one hand, and, on the other, Edinburg, Tex., and points south of Edinburg located on the line of the Railroad.'" An Order of Division one entered May 18, 1959, in MC 30319 and Subs thereunder, including No. MC 30319 (Sub No. 74), provides that the petitions be assigned for oral hearing at a time and place to be hereafter fixed.

No. MC 108518 (PETITION FOR DECLARATORY ORDER). Petitioner: IRON & STEEL TRANSPORT, INC., Canton, Ohio. Petitioner's attorney: Ernie Adamson, Middleburg, Va. By petition received May 20, 1959, petitioner states that shippers and competitors request clarification of the language in that portion of the Certificate No. MC 108519, dated June 14, 1955, reading: "*Iron & steel, and iron and steel articles*, which because of size, weight, or nature require the use of flat-bottom vehicles or vehicles with sides not in excess of 36 inches in height, from Canton, Louisville, and Massillon, Ohio, and points within one mile of Canton, Louisville, and Massillon, to points in Warren, Forest, Clarion, Armstrong, Westmoreland, and Fayette Counties, Pa., and those in New York on and west of New York Highway 14, except Rochester and Buffalo, N.Y., with no transportation for compensation on return except as otherwise authorized. *Iron, steel, manufactured iron and steel articles, motors, machinery, and machinery parts*, between points in Cuyahoga, Summit, Stark, Tuscarawas, Portage, Mahoning, and Trumbull Counties, Ohio, on the one hand, and, on the other, Buffalo and Rochester, N.Y., all points in Indiana, points in Illinois in the Chicago, Ill. Commercial Zone as defined by the Commission, points in Erie, Crawford, Mercer, Venango, Lawrence, Beaver, Washington, Allegheny, Butler, and Greene Counties, Pa., those in Hancock, Brooke, Ohio, and Marshall Counties, W. Va., and those in Michigan on and south of Michigan Highway 46. From the site of the plant of The Timken Roller Bearing Company, approximately three-fourths of a mile south of Wooster, Ohio, to points in New York on and west of New York Highway 14, all points in Indiana, points in Illinois in the Chicago, Ill. Commercial Zone as defined by the Commission, points in Erie, Crawford, Mercer, Venango, Lawrence, Beaver, Washington, Allegheny, Butler, Greene, Warren, Forest, Clarion, Armstrong, Westmoreland, and Fayette Counties, W. Va., and those in Michigan on and south of Michigan Highway 46. *Damaged and rejected shipments of above-specified commodi-*

ties, from the above-specified destination points, to the above-designated points, to the above-designated origin points." Petitioner requests that after hearing, an order be entered "(a) declaring that petitioner's existing Certificate authorizes the transportation as described herein, of machinery, iron and steel articles and iron and steel, and (b) if it is found that the said Certificate does not properly cover petitioner's well established operations in transporting machinery, iron and steel and iron and steel articles; then modifying or amending the said Certificate so as to authorize such operations." Any person or persons desiring to participate in the proceedings in No. MC 108518 may file representations supporting or opposing the relief sought within 30 days after the date of this publication in the FEDERAL REGISTER.

No. MC-116597 (Sub-No. 3) CHANCEY TRUCK LINE, INC., EXTENSION—TENNESSEE, DECATUR, GA. (Decatur, Ga.) The following covers an Order entered at a General Session of the Interstate Commerce Commission on June 15, 1959, in the above-entitled proceeding: The Order refers to the petition of applicant filed February 6, 1959, for reconsideration, for further hearing, or for oral argument. Various replies to the petition were tendered by protestants. The Order of June 15, 1959, reopens the proceeding for further hearing at a time and place to be hereafter fixed.

APPLICATIONS FOR CERTIFICATES OR PERMITS WHICH ARE TO BE PROCESSED CONCURRENTLY WITH APPLICATIONS UNDER SECTION 5, GOVERNED BY SPECIAL RULE 1.240 TO THE EXTENT APPLICABLE

MOTOR CARRIER OF PASSENGERS

No. MC 120083 (Sub No. 1), filed June 18, 1959. Applicant: LINCOLN COACH LINES, a corporation, P.O. Box 369, Irwin, Pa. Applicant's attorney: James W. Hagar, Commerce Building, P.O. Box 432, Harrisburg, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage*, and *express, mail and newspapers* in the same vehicle with passengers, (1) between Pittsburgh, Pa., and Bedford, Pa., over U.S. Highway 30, serving all intermediate points; (2) between junction of unnumbered highway and U.S. Highway 30 East of St. Xavier and junction Pennsylvania Highway 982 and U.S. Highway 30, from junction unnumbered highway and U.S. Highway 30 over unnumbered highways to Latrobe, thence over Pennsylvania Highway 982 to junction of U.S. Highway 30, and return over the same route, serving all intermediate points. Applicant is authorized to perform the above operations under the second proviso of section 206(a)(1) of the Interstate Commerce Act.

NOTE: This matter is directly related to MC-F 7234.

APPLICATIONS UNDER SECTION 5 AND 210a(b)

The following applications are governed by the Interstate Commerce Commission's special rules governing notice of filing of applications by motor carrier of property or passengers under sections

5(a) and 210a(b) of the Interstate Commerce Act and certain other proceedings with respect thereto (49 CFR 1.240).

MOTOR CARRIERS OF PROPERTY

No. MC-F 7039, McCracken Van & Storage Co.—Purchase—Cora E. Hammer, (Formerly Cora E. Seelye), published in the November 26, 1958, issue of the Federal Register on page 9166. Application filed June 18, 1959, for temporary authority under section 210a(b).

No. MC-F 7233. Authority sought for merger into Takin Bros. Freight Line, Inc., 2125 Commercial Street, Waterloo, Iowa, of the operating rights and property of Cordle Cartage Company, Inc., Charles City, Iowa, and for acquisition by Frank J. Wirtz, 18000 Governor's Highway, Howewood, Ill., of control of such rights and property through the transaction. Applicants' attorney: Charles B. Myers, 2106 Field Building, Chicago 3, Ill. Operating rights sought to be merged: *General commodities*, as a *common carrier* over regular routes, between Mason City, Iowa, and Osage, Iowa, between Osage, Iowa, and Stacyville, Iowa, between Osage, Iowa, and Waterloo, Iowa, and between Riceville, Iowa, and LaCrosse Wis., serving certain intermediate and off-route points; *general commodities*, with certain exceptions including household goods and commodities in bulk, between Iowa Falls, Iowa, and Mason City, Iowa, between Thornton, Iowa, and Mason City, Iowa, from Mason City, Iowa, to Austin, Minn., between Mason City, Iowa, and Grafton, Iowa, and between LaCrescent, Minn., and Davis Corners, Iowa, serving certain intermediate points; alternate route for operating convenience only between Nora Springs, Iowa, and Floyd, Iowa; *general commodities*, with certain exceptions including household goods and commodities in bulk, over irregular

routes, between Hampton, Iowa, on the one hand, and, on the other, Latimer, Coulter, Alexander, Rowan, Hansell, Dumont, Sheffield, Dows and Geneva, Iowa. Takin Bros. Freight Line, Inc., is authorized to operate as a *common carrier* in Iowa, Illinois, Indiana and Nebraska. Application has not been filed for temporary authority under section 210a(b).

No. MC-F 7235. Authority sought for control by Andrew McDermott, Inc., 224 Murray Street, Newark 5, N.J., of Harvey Redden, Inc., 221 Murray Street, Newark 5, N.J., and for acquisition by Ann McDermott, also of Newark, of control of Harvey Redden, Inc., through the acquisition by Andrew McDermott, Inc. Applicant's attorney: Bert Collins, 140 Cedar Street, New York 6, N.Y. Operating rights sought to be controlled: *Construction equipment, materials, and supplies*, as a *contract carrier* over irregular routes, between points in that part of New Jersey on and north of New Jersey Highway 33, on the one hand, and, on the other, points in Connecticut, New York, and Pennsylvania within 115 miles of Newark, N.J.; *railroad equipment, materials, and supplies*, between New York, N.Y., on the one hand, and, on the other, Philadelphia, Pa., and points in New Jersey and New York along the rail routes of the Pennsylvania Railroad; *magazines and paper*, between Dunellen, N.J., and New York, N.Y., on the one hand, and, on the other, points in Bergen, Union, Essex, Middlesex, Passaic, and Hudson Counties, N.J.; application is pending for the conversion of these rights to *common carrier* rights; *passengers*, restricted to the transportation of workmen to or from railway maintenance and/or repair jobs, between points on the line of the Pennsylvania Railroad lying between New York, N.Y., on the one hand, and, on the other, Philadel-

phia, Pa. Andrew McDermott, Inc., is authorized to operate as a *common carrier* in New Jersey, New York, Pennsylvania and Connecticut. Application has been filed for temporary authority under section 210a(b).

MOTOR CARRIERS OF PASSENGERS

No. MC-F 7234. Authority sought for purchase by Lincoln Coach Lines, P.O. Box 369, Irwin, Pa., of a portion of the operating rights of Blue and White Line, Inc., 516 West Plank Road, Altoona, Pa., and for acquisition by David R. Magill, Emma L. Magill, Thomas A. Magill and David E. Magill, all of Irwin, Pa., and Paul W. Magill, R.D. #1, Greensburg, Pa., of control of such rights through the purchase. Applicants' attorney: James W. Hagar, Commerce Building, P.O. Box 432, Harrisburg, Pa. Operating rights sought to be transferred: *Passengers and their baggage*, and *express, newspapers, and mail*, in the same vehicle with passengers, as a *common carrier* over regular routes from Bedford, Pa., to Madley, Pa., between Cumberland, Md., and Madley, Pa., between Corriganville, Md., and junction U.S. Highway 40 and Maryland Highway 35, near Cumberland, Md., and between Manns Choice, Pa., and Wolfsburg, Pa., serving all intermediate points. Vendee is authorized to operate as a *common carrier* under the Second Proviso of section 206(a) (1) of the Interstate Commerce Act in the State of Pennsylvania. Application has not been filed for temporary authority under section 210a(b).

Note: MC 120083 Sub 1 is a matter directly related.

By the Commission.

[SEAL]

HAROLD D. MCCOY,
Secretary.

[F.R. Doc. 59-5463; Filed, June 30, 1959; 8:48 a.m.]